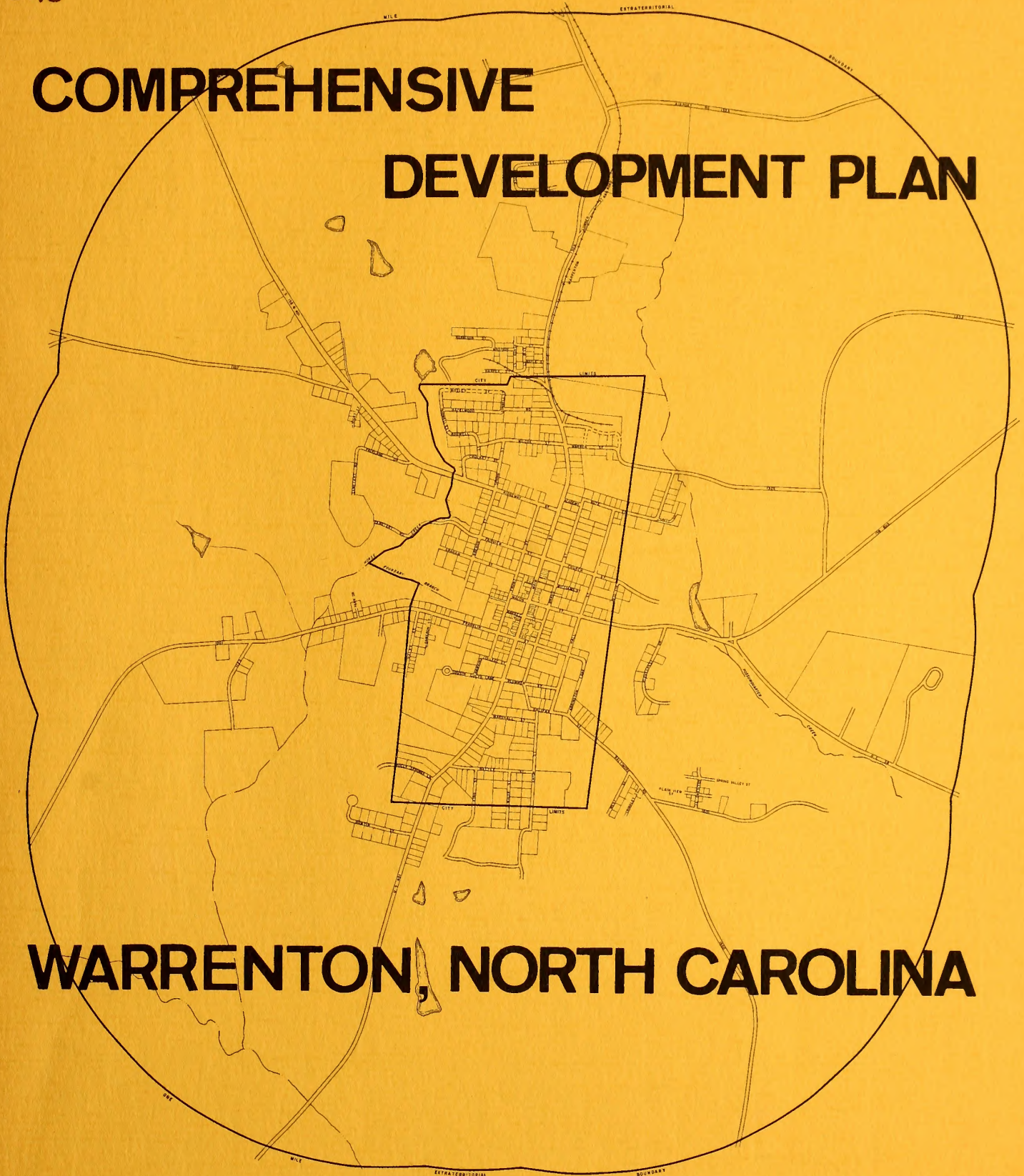


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COMPREHENSIVE DEVELOPMENT PLAN

WARRENTON, NORTH CAROLINA

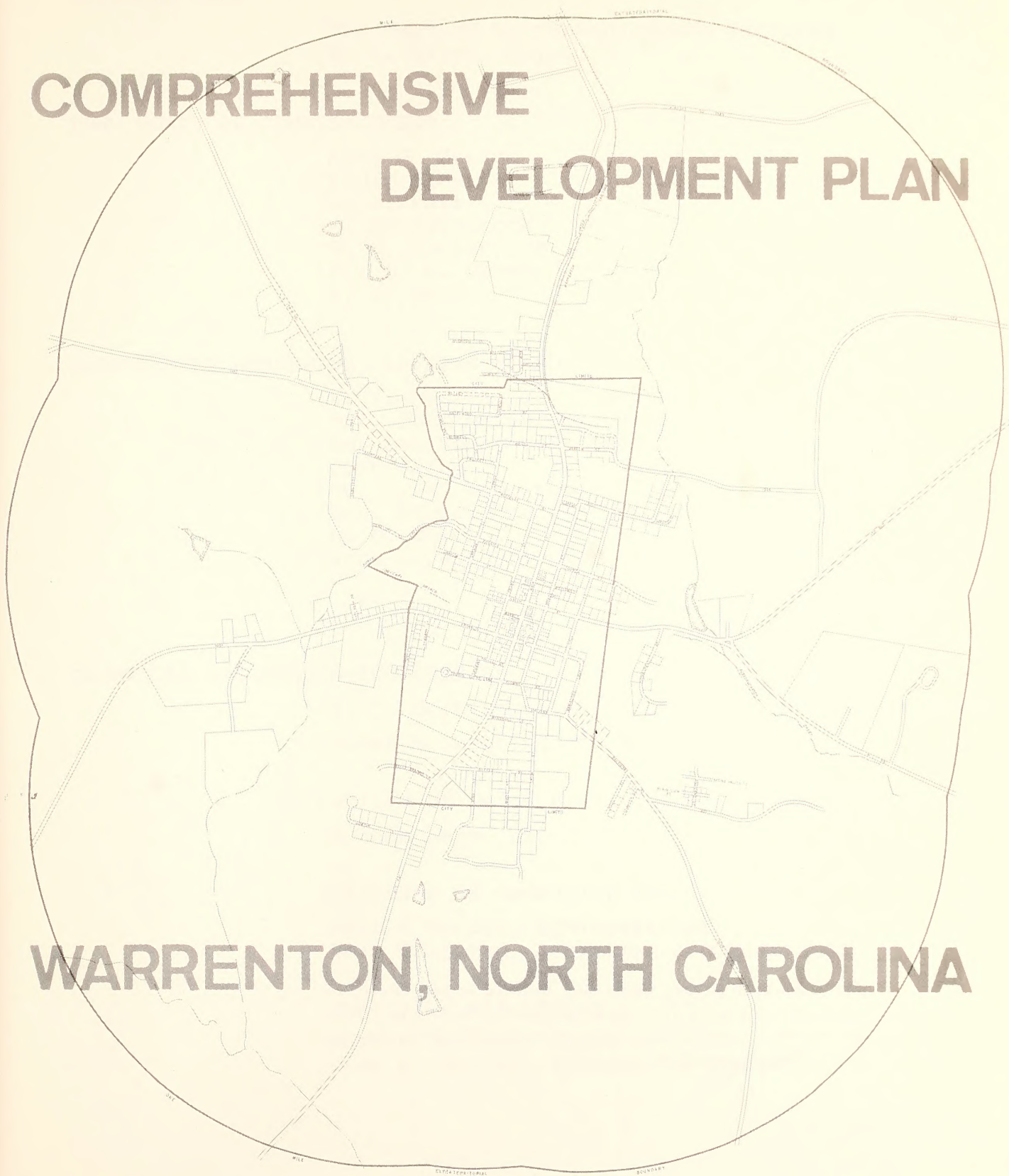


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This report consists of three major parts: Part I includes background factual information on Warrenton's population, economy, natural environment, land use, and community facilities; Part II includes a statement of goals and policies directed towards achieving the community growth objective, and tells how these goals can be realized through physical growth management, new public programs and improved community facilities; Part III examines means of implementing plan proposals through land use controls, financial aids, local government policies and programs intergovernmental cooperation, and citizen awareness and participation.				
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COMPREHENSIVE

DEVELOPMENT PLAN

WARRENTON, NORTH CAROLINA



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PREPARED FOR:

The Town of Warrenton, North Carolina
W. A. Miles, Mayor

TOWN BOARD OF COMMISSIONERS:

Anna G. Butler
Eddie Clayton
A. C. Fair
M. G. Haithcock
W. K. Lanier, Jr.
Dr. S. H. Massey
A. A. Wood

PREPARED BY WARRENTON PLANNING BOARD:

H. V. Massengill, Chairman
Mrs. Earl Haithcock, Vice Chairman
Roy Pat Robertson, Secretary-Treasurer
Leon Cheek
Dr. L. B. Henderson
Rev. Robert Orvis
B. G. White
Anna G. Butler, Ex-Officio

TECHNICAL ASSISTANCE PROVIDED BY:

N. C. Department of Natural and Economic Resources
James E. Harrington, Secretary

Office of Industrial, Tourist & Community Resources
Robert Leak, Director

Division of Community Services
Harold Strong, Administrator
Mark Sullivan, Assistant Administrator

Central Field Office
Robert Hinshaw, Chief
John A. Berndt, Planner-In-Charge



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INTRODUCTION

Regional Setting and History

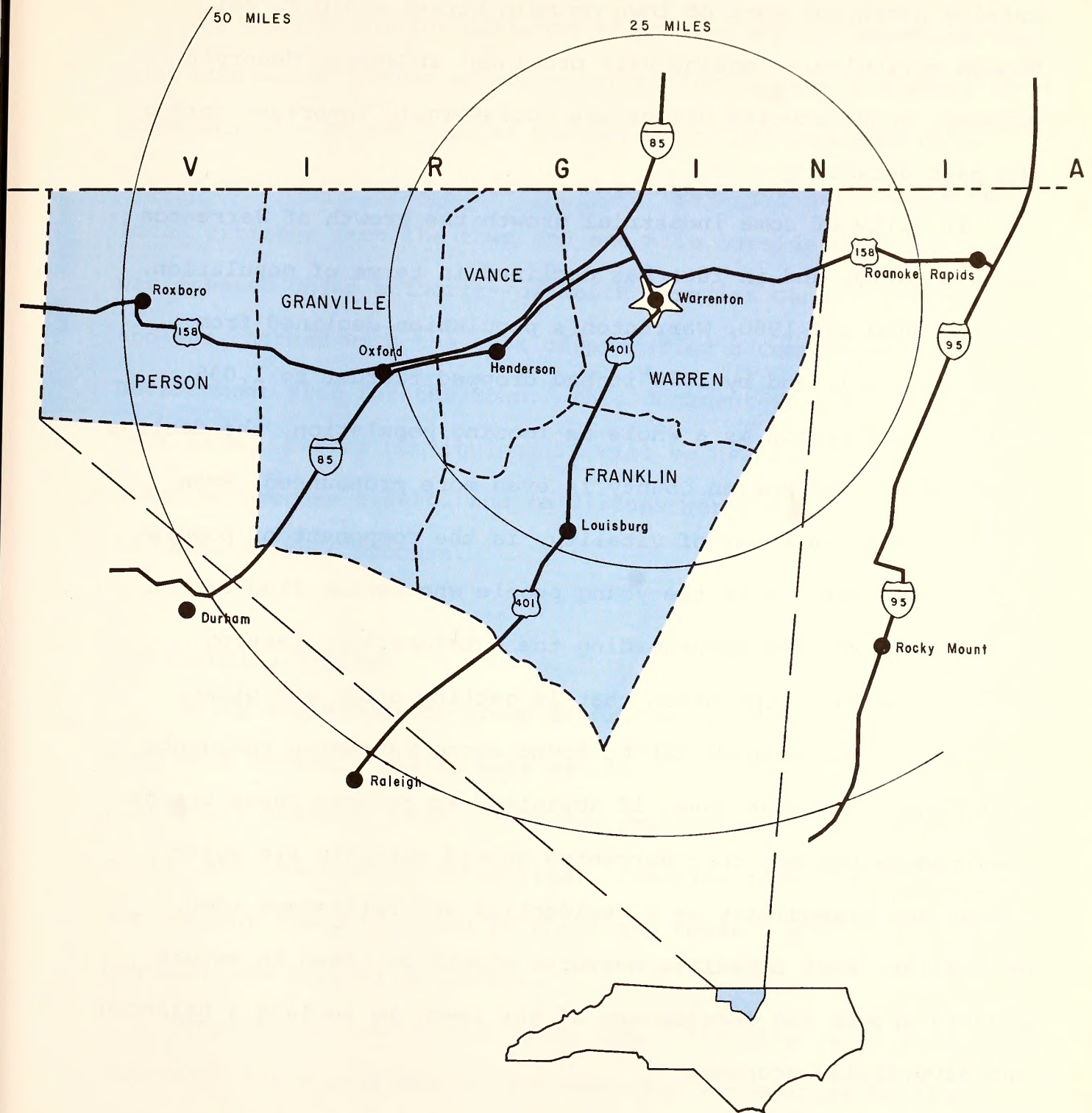
The Town of Warrenton, the County Seat of Warren County, is located on the eastern edge of the piedmont physiographic province. Warren County is bounded by Vance County on the west, Franklin and Nash Counties on the south, Halifax County on the east, and Mecklenburg and Brunswick Counties, Virginia, on the north. Warrenton is one of five incorporated towns in Warren County, the others being Macon, Norlina, Vaughan, and Littleton (Littleton straddles Warren and Halifax Counties). Warrenton is approximately 60 miles from Raleigh and Durham; Henderson lies 20 miles to the west, and Roanoke Rapids 32 miles to the east.

Warrenton and Warren County are members of Region "K", which is one of 17 such multi-county regions established by Governor Robert W. Scott on May 7, 1970. Other counties in the region are Franklin, Granville, Person, and Vance. Growth and development within the region will be discussed later in the report.

The history of Warrenton and Warren County is steeped in tradition and pride. Originally inhabited by Tuscarora Indians, the fertile land was quickly settled after the Tuscarora wars of 1711-1713. Wealthy planters concentrated along the river bottoms and established the County of Bute in 1764.

The residents of Bute County quickly sided with rebellious colonists, and as patriotic fervor grew the name Bute became less popular because Lord Bute was prime minister of England and a staunch Royalist. In 1779 the state legislature solved that problem by dividing the county in half, the southern portion to be called Franklin County and the northern part Warren County. Warren County was named after Joseph Warren, a Massachusetts doctor and intellectual who spearheaded the Boston patriots and died in the battle of Bunker Hill.

Warren prospered after the Revolution to the extent that it became the location of three fine summer resorts and the undisputed center of horseracing. The county was very much dependent, socially and economically, on the plantation system, and the state's reluctance to secede from the Union was a local source of annoyance and embarrassment. Although spared extensive destruction during the Civil War, change took place rapidly thereafter. Racing declined, resorts closed up, and mansions fell into disrepair. During the past one hundred years Warren has changed, but almost imperceptably. The grandeur of white pillared mansions and tree-lined streets is still highly evident, although the town's increasing reliance on industrial and commercial growth to augment the local economy cannot be ignored, particularly when



MAP 1

REGIONAL LOCATION

 REGION "K"

driving north and west of town on Main Street and U.S. 401. Though agriculture remains very prominent in Warren County's economy, manufacturing has become increasingly important during the past decade.

In spite of some industrial growth the growth of Warrenton has stagnated, and in fact has declined in terms of population. Between 1950 and 1960, Warrenton's population declined from 1,166 to 1,124, and by 1970 it had dropped further to 1,035. Although the region as a whole is loosing population, the decline in Warrenton and Warren County is even more pronounced. Even more serious, in terms of vitality, is the component of population being lost; it is the young people who cannot find decent paying jobs who are spearheading the outmigration, leaving Warrenton with a population that is getting older and older.

Honest differences can be found among Warrenton residents as to what should be done, if anything, to reverse these trends. Some people believe that Warrenton should maintain its quiet charms and tranquility as a residential and retirement town. Others feel that immediate measures should be taken to ensure orderly growth and development of the town, to include a balanced and diversified economy.

To explore the implications of growth, and to determine the best courses of action to guide future development the Board of Commissioners of the Town of Warrenton in 1972 embarked on a comprehensive planning program. A planning board, composed of local citizens from the town and one mile outside the town limits, was created under authority of North Carolina General Statutes and was charged with the task of preparing a Comprehensive Development Plan for the town. This document is the result of that task. Before continuing, it will be helpful to review the planning process itself, and to discuss Warrenton's situation in terms of that process.

The Planning Process

Every individual or group plans their future to some extent, some more formally and in more detail than others. Individuals plan their budgets, their insurance program, their educational goals, and their daily activities. Families plan their vacations and how many rooms to build in their new house. Businesses plan how much new capital to invest.

Governmental units must plan, too. Planning is necessary to determine the wisest use of the community's resources to reach established goals and objectives. Cities, counties, and other units of government have always planned their futures to some

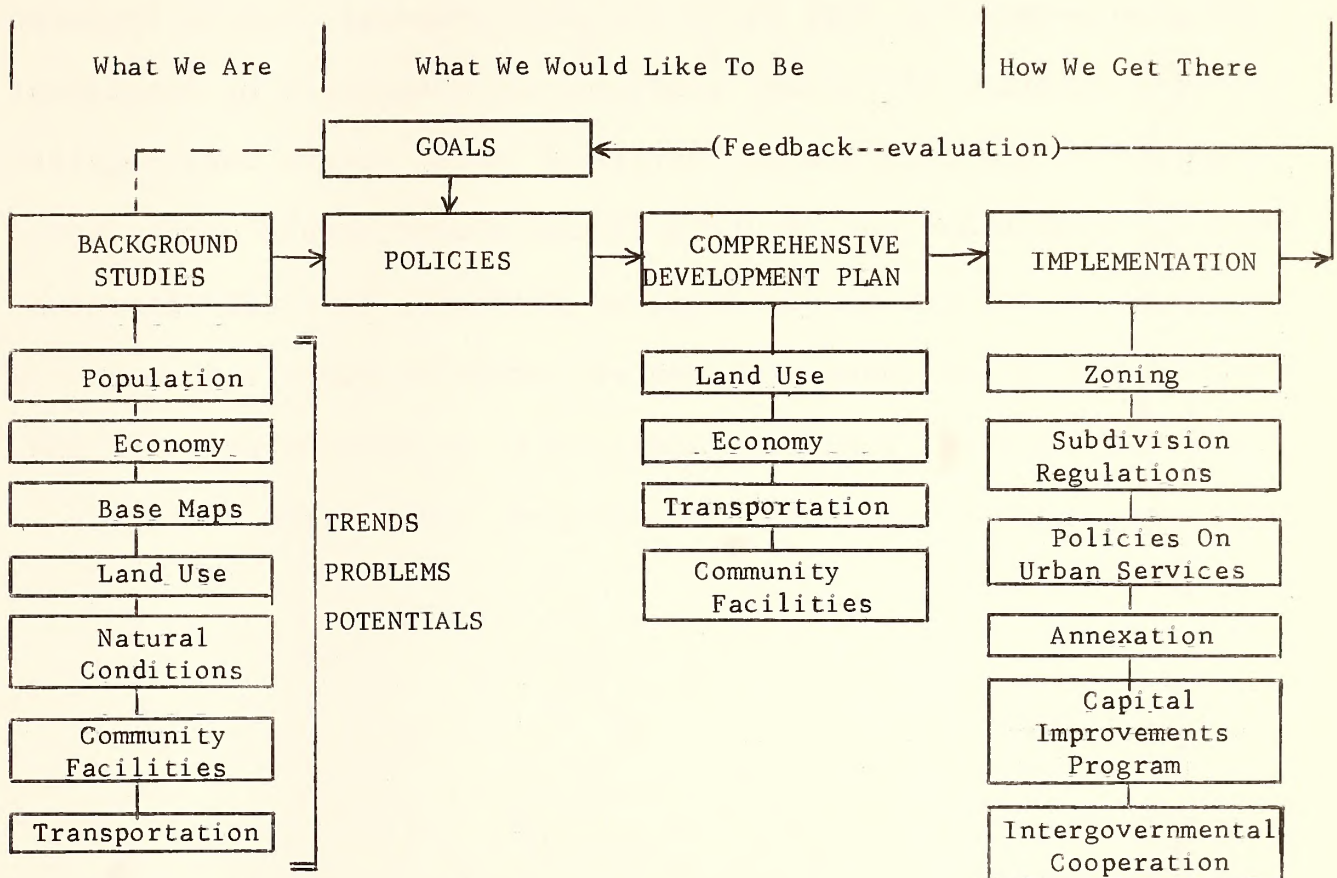
extent, but a comprehensive approach taking into consideration the community's economic base, population characteristics, and public facilities, as well as the cultural context, social needs and political and financial realities, is a much newer phenomenon.

The way in which this is accomplished is called the planning process. This process generally consists of the following basic parts:

(1) a survey of trends and existing conditions in respect to population, economy, transportation, and other elements pertinent to the community, (2) an analysis of the facts obtained in the survey, including identification of problem situations, potentials, and relationships, (3) a synthesis of what end state is desired, which includes the formulation of goals and policies, (4) a plan which is a graphic presentation of proposed development designed to achieve stated goals and policies, and (5) implementation of plan proposals.

Figure 1 shows this process in graphic form.

FIGURE 1
THE PLANNING PROCESS



The information and proposals obtained through this process by the Town of Warrenton are embodied in the remainder of this report. It should be stressed that the goals and policies recommended in Part II have been formulated by local townspeople in the belief that these policies reflect the wishes and desires of the majority of Warrenton residents, and that they are in the best long range interests of the town.

The report is organized in three major parts: Part I consists of background factual information which has been used, and can continue to be utilized, in the formulation of goals, policies, and plan proposals; Part II is the plan proposal, which includes a recapitulation of trends, problems and potentials by functional area, goals and policies by functional area, future land requirements, recommendations of where future growth should occur, and suggestions for new and/or improved programs; Part III discusses implementation of those programs suggested in Part II through land use controls, financial aids, local government policies and programs, intergovernmental cooperation, and citizen awareness and participation.

PART 1

BACKGROUND INFORMATION

POPULATION

An analysis of population characteristics and trends in the Town of Warrenton is an important tool for planning future growth and development. Characteristics of the population, such as age, sex, income, and education, are important in determining requirements for public facilities such as schools, libraries, and recreation. They are also useful in determining the potential for community economic growth. Estimates of future population growth are valuable for forecasting requirements for land, utilities, and public services, as well as giving an indication of the general economic vitality of the community. Much of the information contained in this population analysis will be used as a basis for subsequent proposals in the Comprehensive Development Plan.

Current Estimates

It was determined from discussions with local officials and from the land use survey that essentially no new residential construction has occurred within the town limits of Warrenton since the 1970 census survey was taken. Thus, it will be assumed that the 1970 census population of Warrenton, 1,035, is approximately the population of Warrenton today.

The population of the planning area (Warrenton and its one mile extraterritorial jurisdiction) is estimated to be 2,470. This figure was determined by multiplying the number of occupied dwelling units in the extraterritorial area (423) by the population per household in Warrenton Township (3.40), and adding this figure to the population of the Town of Warrenton.

Population Trends

The Town of Warrenton had experienced a steady increase in population until the 1950's when Warren County and the entire region (comprised of Warren, Vance, Granville, Franklin and Person Counties) began losing people. Table 1 shows population trends for Warrenton and other units from 1910 until 1970.

TABLE 1
POPULATION TRENDS, 1910-1970: WARRENTON AND OTHER UNITS

WARRENTON		WARRENTON TWP.		WARREN CO.		REGION "K"*		NORTH CAROLINA	
No.	% Chg.	No.	% Chg.	No.	% Chg.	No.	% Chg.	No.	% Chg.
1970	1,035 - 7.9	4,277 -15.1	15,810 -19.6	133,997 - 4.2	5,082,059 11.5				
1960	1,124 - 3.6	5,036 - 8.5	19,652 -16.5	139,913 - 2.2	4,556,155 12.1				
1950	1,166 1.7	5,505 12.9	23,539 1.7	143,135 3.8	4,061,929 13.7				
1940	1,147 7.0	4,874 3.4	23,145 - 0.9	137,861 5.3	3,571,623 12.7				
1930	1,072 15.6	5,047 29.6	23,364 8.2	130,876 12.0	3,170,276 23.9				
1920	927 14.9	3,893 4.2	21,593 6.5	116,878 9.4	2,559,123 16.0				
1910	807 --	3,734 --	20,266 --	106,841 --	2,206,287 --				

SOURCE: U.S. Census of Population, 1910-1970.

*Warren, Vance, Granville, Franklin, and Person Counties.

It can be seen from the table above that population losses in Warrenton over the past two decades are not unique to Warrenton, but are part of a larger trend throughout that portion of North Carolina.

A look at some birth/death and migration statistics will show what is happening in Warren County. Table 2 shows birth, death, and migration trends between 1960 and 1970 for Warren County and Region "K", as well as other counties in the region.

This outmigration is coupled with a movement to areas where nonfarm employment is available, which has meant a redistribution of population within Warren County and the region, as well as migration to other areas of the state and country. Thus, while some townships in the county lost up to 31 percent of their population between 1960 and 1970, incorporated areas fared somewhat better and Norlina experienced a 4.5 percent net gain in population. Warrenton Township lost 15.1 percent of its population in that decade, while the Town of Warrenton experienced a 7.9 percent loss. Regretably the component of population being lost is young people ready to enter the labor market; this has resulted in a very abnormal age distribution in Warrenton which will be discussed next.

TABLE 2

COMPONENTS OF POPULATION CHANGE, 1960-1970: WARREN COUNTY AND
OTHER UNITS

TOTAL	FRANKLIN	GRANVILLE	PERSON	VANCE	WARREN	REGION
Population in 1960	28,755	33,110	26,394	32,002	19,652	139,913
Births[1960-70	5,323	6,351	5,460	7,167	3,358	27,659
Deaths[1960-70	2,818	2,985	2,310	3,259	2,031	13,403
Natural increase	+2,505	+3,366	+3,150	+3,908	+1,327	+14,256
Net Migration	-4,440	-3,714	-3,360	-3,219	-5,169	-20,172
Net Change	-1,935	- 348	- 480	+ 689	-3,842	- 5,916
Population 1970	26,820	32,762	25,915	32,691	15,810	133,997
NONWHITE						
Population 1960	12,762	14,721	9,483	14,029	12,713	63,708
Births[1960-70	3,176	3,775	2,470	3,972	2,521	15,914
Deaths[1960-70	1,189	1,383	802	1,487	1,252	6,108
Natural increase	+1,987	+2,392	+1,668	+2,490	+1,269	+ 9,806
Net Migration	-3,587	-2,694	-2,799	-2,707	-4,677	-16,464
Net change	-1,600	- 302	-1,131	- 217	-3,408	- 6,658
Population 1970	11,162	14,419	8,352	13,812	9,305	57,050
WHITE						
Population 1960	15,993	18,389	16,911	17,973	6,939	76,205
Births[1960-70	2,147	2,576	2,990	3,195	837	11,745
Deaths[1960-70	1,629	1,602	1,508	1,771	779	7,295
Natural increase	+ 518	+ 974	+1,482	+1,418	+ 58	+ 4,450
Net Migration	- 853	-1,020	- 831	- 512	- 492	- 3,708
Net Change	- 335	- 46	+ 651	+ 906	- 434	+ 742
Population 1970	15,658	18,434	17,562	18,879	6,505	76,947

SOURCE: State Planning Division, The Beginning of a Regional Planning Process, 1971.

Note that Warren County had the highest population loss (due to net outmigration) of any county in the region. Also significant is that most of the outmigration was composed of nonwhite people, thereby decreasing the total percent of nonwhites in Warren County from 64.6 percent in 1960 to 62.5 percent in 1970.

Population Characteristics

All data for population characteristics are taken from 1970 and earlier census reports. Since the total population for Warrenton has not changed significantly since 1970, it can be assumed that 1970 population characteristics data are still reasonably accurate. Data are not available for the planning area defined previously; therefore, data from Warrenton Township are used to examine characteristics outside the city limits of Warrenton.

Age/Sex Composition

The population of Warrenton and Warrenton Township by age and sex for 1970 is shown in Table 3.

Although the information in Table 3 gives a detailed look at the age/sex composition in 1970, it is somewhat difficult to visualize, and for this reason the age segments have been grouped and are presented graphically as a "population pyramid" in Figure 2. The 1960 age/sex groupings are also shown on the graph to show trends in these population characteristics. For comparison purposes, similar data are shown for Warrenton Township, Warren County, and the State of North Carolina. All age groups are shown as a percentage of the total population for that political unit.

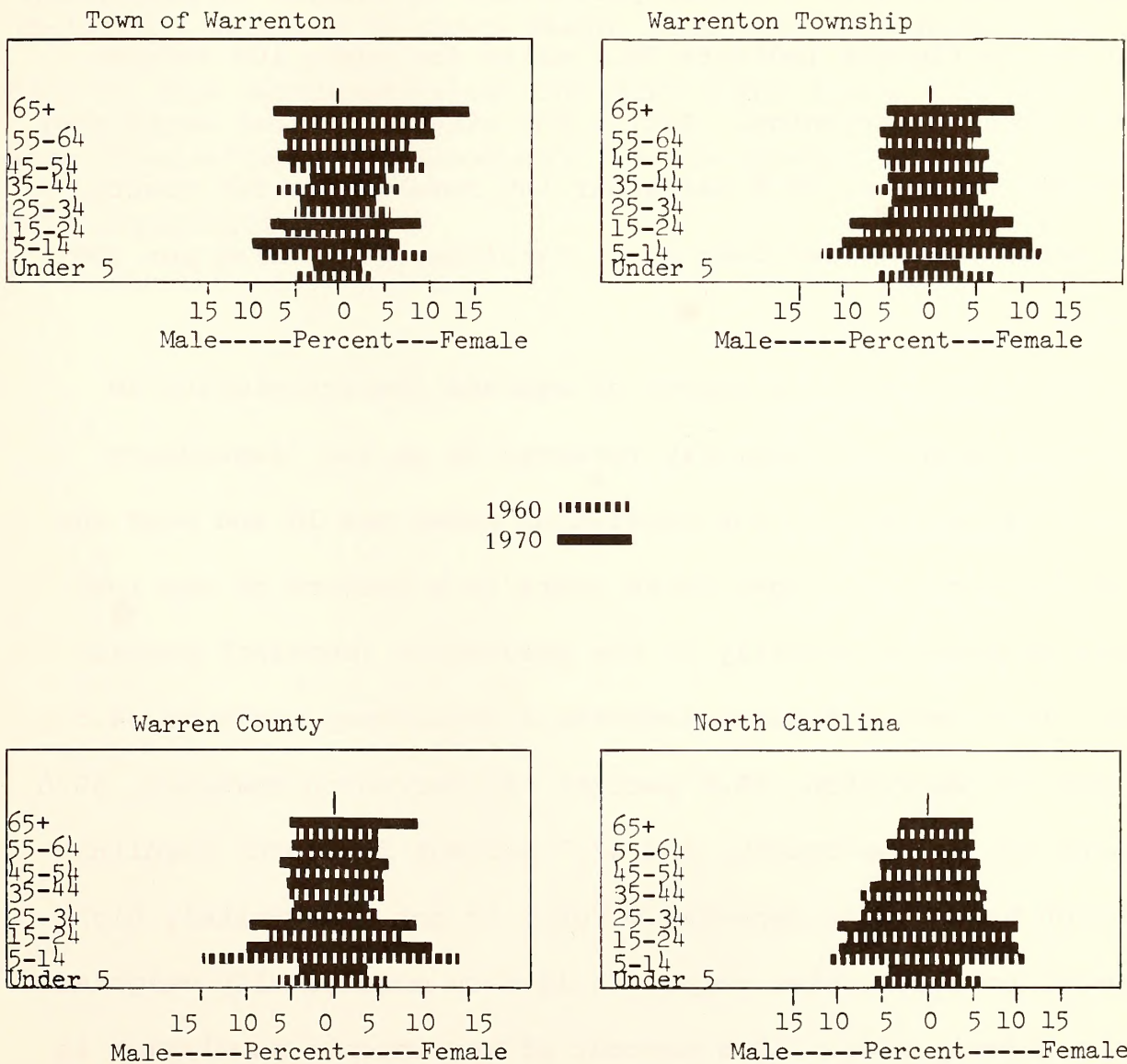
TABLE 3
POPULATION BY AGE AND SEX, 1970
WARRENTON AND WARRENTON TOWNSHIP

	WARRENTON		WARRENTON TWP.	
	MALE	FEMALE	MALE	FEMALE
Under 5	19	18	92	61
5	8	4	18	15
6	13	10	16	19
7-9	17	26	56	56
10-13	41	20	91	101
14	7	10	27	21
15	12	11	14	22
16	13	5	23	22
17	12	10	21	20
18	9	9	20	18
19	6	8	11	14
20	7	6	14	14
21	6	5	9	12
22-24	17	24	34	33
25-34	43	41	89	94
35-44	36	48	92	98
45-54	67	76	95	88
55-59	37	48	41	42
60-61	11	23	13	19
62-64	15	32	18	23
65-74	53	80	41	49
75 & over	18	54	21	24

SOURCE: U.S. Census of Population, 1970.

FIGURE 2

POPULATION BY AGE AND SEX, 1960 and 1970
WARRENTON AND OTHER UNITS



SOURCE: U. S. Census of Population, 1960 and 1970.

Note the "top heavy" appearance of the Warrenton pyramid, denoting a very high percentage of older people. This phenomenon is also visible in Warrenton Township and Warren County, but to a lesser degree. Now observe that the age/sex distribution for North Carolina is closer to what is usually considered "normal," although here too is shown the recent trend of lower fertility rates. There is also a higher percentage of females in Warrenton; 1970 census figures indicate 79.2 males for every 100 females in the Town of Warrenton. Ratios for other political units are: Warrenton Township, 89.6 males per 100 females; Warren County, 94.1 males per 100 females; North Carolina, 95.9 males per 100 females.

The most important aspect of age/sex characteristics in Warrenton is what is commonly referred to as the "dependency ratio." This ratio of the population under age 18 and over age 65 to the population aged 18-64 years is a measure of the load placed on persons normally in the productive (working) population. 1970 census figures indicate a dependency ratio of 44.5 percent for Warrenton, 48.0 percent for Warrenton Township, 50.6 percent for Warren County, and 42.7 percent for North Carolina. Although Warrenton's dependency ratio is not inordinately high compared to these other units, it is much more heavily weighted on the elderly side. 19.8 percent of Warrenton's population is over the age of 64, whereas the figures for Warrenton Township,

Warren County, and North Carolina are 13.2 percent, 12.7 percent, and 8.1 percent, respectively. This trend towards an older population increased dramatically between 1960 and 1970 as shown in Figure 2.

These trends, coupled with the smaller percentage of pre-school aged children in 1970 over 1960, indicate that school needs (K-12) may decrease in years ahead, that more will have to be done to stem outmigration of the prime labor force, and that more facilities may be necessary for the growing elderly segment of the population.

Race

The percentage of nonwhite population in Warrenton has fluctuated over the past forty years. (Nonwhite figures, in effect, reflect black population statistics.) Table 4 shows trends in racial composition for Warrenton and other political units over this forty year period.

TABLE 4

PERCENT NONWHITE POPULATION, 1920-1970: WARRENTON AND OTHER UNITS

YEAR	TOWN OF WARRENTON	WARRENTON TOWNSHIP	WARREN CO.	NORTH CAROLINA
1970	23.7%	55.8%	62.5%	23.2%
1960	20.5	58.5	64.6	25.4
1950	22.1	NA	66.4	26.6
1940	26.0	60.0	65.3	28.1
1930	24.7	59.1	63.5	29.5

SOURCE: U.S. Census of Population, 1930-1970.

NA = Not Available.

Note the sharp demarkation between the percentage of nonwhites in Warrenton and Warrenton Township. In fact, since the township figures include the Town of Warrenton, in all likelihood the percentage of nonwhite in the township outside Warrenton is close to that of Warren County as a whole.

The trends shown in Table 2 reflect what has been happening in the south in general. Rural nonwhite populations have been migrating to larger industrial cities in the north, although recent indications are that this trend may be slowing down somewhat. The development of Soul City, near Manson, could mean a large increase in nonwhite population for Warren County in the future.

Education

Educational achievement statistics are not available for the Town of Warrenton or Warrenton Township, but it should be of interest to note the trends in Warren County. Median school years completed for Warren County residents 25 years and older in 1970 was 9.4. This compares unfavorably with the North Carolina figure of 10.6 years and the U.S. median of 12.0 years. However, we find that the rate of improvement is higher for Warren County than for the state as a whole. In Warren County the percent increase in median year's education (25 years and older) was 8.2 percent 1940-1950, 15.1 percent 1950-60, and 23.7 percent 1960-70; comparable figures for the State of North Carolina are 6.7 percent 1940-1950; 12.5 percent 1950-60, and 19.1 percent 1960-70.

We find some variations in educational achievement within segments of the Warren County population. For example, females are more highly educated than males; median school years completed for females over age 25 in 1970 was 10.1, while for males it was 8.4. For blacks in Warren County, median school years completed was 7.0; for whites it was 8.3 years.

The primary reason for low educational achievement in Warren County is the high dropout rate. Only 23.9 percent of males and 33.4 percent of females over age 25 in Warren County are high school graduates. Warren County schools had a dropout rate of 49.3 percent from 1961 to 1969, compared to a rate of 35.6 percent for the state as a whole.* Although Warren County has progressed in the field of education, it is clear that much additional improvement is needed.

Income

Income figures also are not available for Warrenton or Warrenton Township. Median family income for Warren County in 1970* was \$4,997, whereas the amount for North Carolina was \$7,774 and for the United States \$9,433.

Although there remains a critical gap between Warren County incomes and those of North Carolina as a whole, significant strides have been made during the past ten years. Whereas median family incomes for the state increased 96.5 percent from 1960 to 1970 (from \$3,956 to \$7,774), the increase in Warren County was 155.2 percent (from \$1,958 to \$4,997). This is particularly

*SOURCE: Kerr Tar Regional Data Book, State Planning Division, 1971, Table 6.4.

**1970 Census information on income levels is actually for the 1969 calendar year.

significant in light of the 12.3 percent increase nationwide. This trend in Warren County is undoubtedly tied to the increase in industrial employment between 1960 and 1970. In 1960, 16.9 percent of the county's employed persons worked in manufacturing industries; by 1970 this figure was 30.4 percent. This shift in type of employment was accompanied by fewer people relying on farming as a means of livelihood; the rural nonfarm population increased from 52.9 percent in 1960 to 63.5 percent in 1970.

Population Projections

Population projections for a town the size of Warrenton are subject to a good deal of error simply because there is such a small base to begin with, and one unforeseen event, such as a major industrial plant locating in or near there, could result in a large percentage error in the projections. Therefore, knowing that all population projections should be viewed with some skepticism, it is obvious that projections for Warrenton should be used with extra caution. This is particularly true due to the uncertainty of how successful (in terms of growth) the Soul City development will be, and what impact Soul City will have on Warrenton.

Table 5 reflects projections for Warrenton, Warrenton Township and Warren County using three methods - arithmetic, geometric and least squares projections.

TABLE 5

TREND POPULATION PROJECTIONS, 1970-2000: WARRENTON AND OTHER UNITS

	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Warrenton	1,035			
Arithmetic	--	1,070	1,080	1,100
Geometric	--	1,080	1,110	1,120
Least Squares	--	1,200	1,250	1,290
Warrenton Township	4,277			
Arithmetic	--	4,370	4,450	4,350
Geometric	--	4,420	4,560	4,500
Least Squares	--	5,250	5,400	5,560
Warren County	15,810			
Arithmetic	--	15,070	13,980	12,420
Geometric	--	15,270	14,490	13,430
Least Squares	--	18,610	18,000	17,390

SOURCE: Computer Program developed by Robert W. Upchurch, N.C.
Department of Natural & Economic Resources, Division of
Community Services.

The basis for all three of these population projection methods is past trends, and while trends are an important consideration they should be tempered to the extent possible with knowledge of what is likely to happen in the future.

Projections taking into account anticipated regional growth patterns have been prepared by the State Planning Division. Because of the uncertainty involved in specifying a single pattern of growth, three levels of projections - low, medium and high - have been prepared. Each of these projections are subject to the following basic assumptions:

- Existing towns will continue to gain population due to intraregional migration from rural and urban places.
- The accelerated growth trend of the Triangle Area will continue and begin to have spill-over effects on the Kerr-Tar Region.

In addition, the following assumptions for Warren County are the basis for low, medium and high range projections for the County and the Town of Warrenton:

- As the most depressed county, the only hope for growth is Soul City.

Low Range.....Accelerated decline for the county.
Norlina is the exception and will
experience some industrial growth.

Medium Range.....Somewhat stablized growth due primarily to Soul City and industrial growth of Norlina.

High Range.....Substantial growth due to Soul City and overall regional growth.

The results of population projections based on these assumptions are shown in Table 6, and in chart form on the following page.

TABLE 6
PLANNING POPULATION PROJECTIONS, 1970-1990: WARRENTON
AND OTHER UNITS

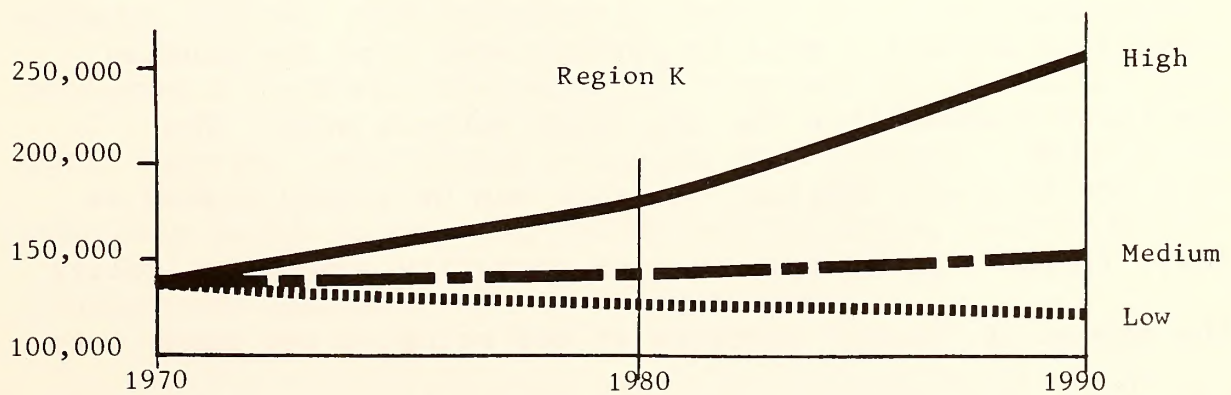
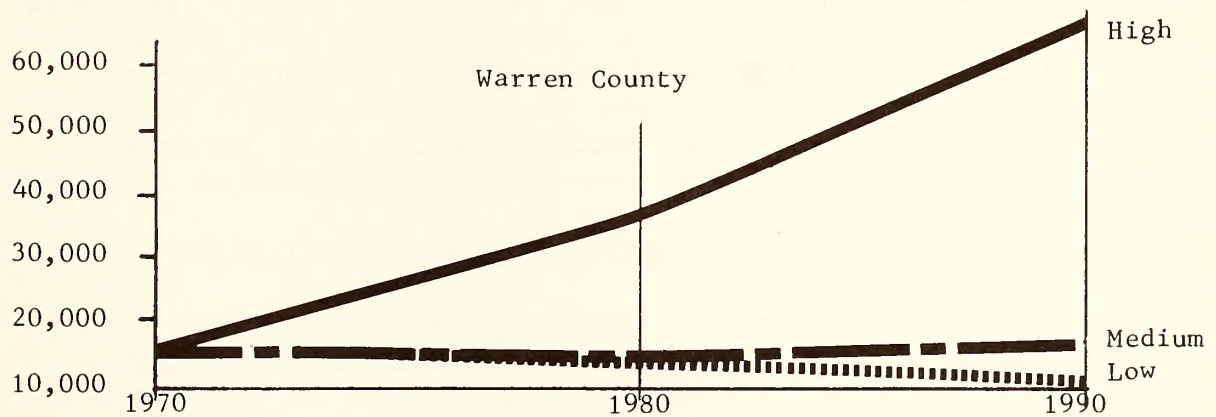
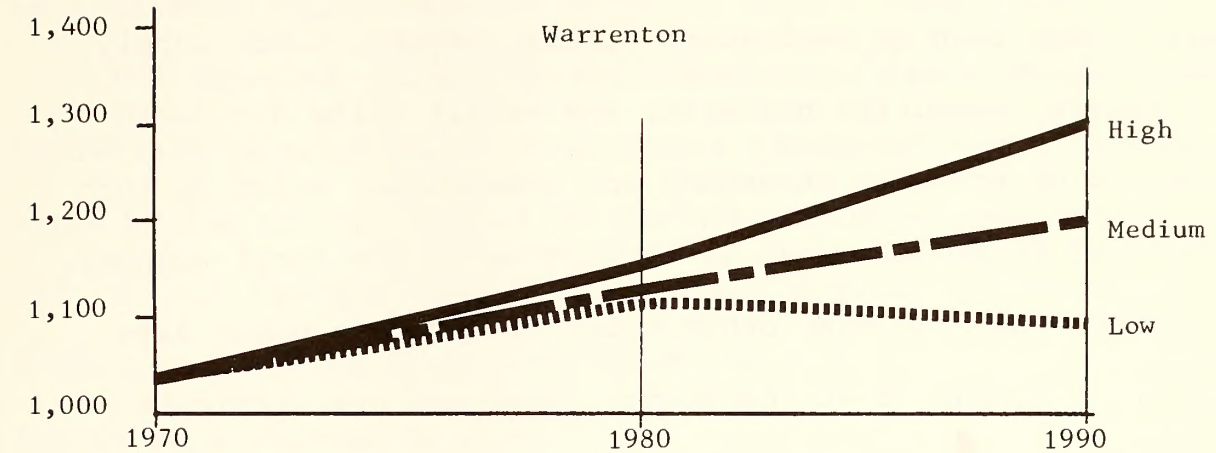
	<u>1970</u>	<u>1980</u>	<u>1990</u>
Warrenton	1,035		
Low		1,130	1,100
Medium		1,134	1,200
High		1,140	1,300
Warren County	15,810		
Low		12,900	11,000
Medium		16,150	16,600
High		36,200	66,800
Region "K"	133,997		
Low		128,000	124,000
Medium		144,100	159,100
High		182,500	255,900

SOURCE: U.S. Census of Population, 1970, and State
Planning Division.

Since the Town of Warrenton is not expected to grow rapidly even using high projection assumptions, these high figures will be used for subsequent plan recommendations. This, of course, assumes that current town limits will remain unchanged. Should annexations occur, which is not unlikely, the town population would increase accordingly.

Since much of the growth projected for Warren County under the "high" assumptions could affect the Warrenton planning area dramatically, it is projected that the planning area will double in population to 4,940 persons by 1990.

FIGURE 3
POPULATION PROJECTIONS, 1970 - 1990
WARRENTON AND OTHER UNITS



ECONOMY

A knowledge of Warrenton's economic character and trends is vitally important for determining future goals and growth objectives. Items such as employment trends, income, labor supply, skill levels, commuting patterns, and retail sales are useful indicators of economic strengths and weaknesses, which in turn can be used to suggest ways of strengthening the local economy.

As is true with many other types of data, economic data often are aggregated at the county level and are difficult or impossible to disaggregate below that geographic level. Wherever possible, data and comments will be presented for the Town of Warrenton, but in many instances inferences can only be drawn from county data.

Regional Influences

When looking at Warrenton's present characteristics and considering potentials for future growth and development, it is clearly evident that regional influences and implications must be taken into account. This is perhaps more true for studies of the local economy than for any other subject area. The reasons for this are complex, but they can be simply stated as follows: first, a primary measure of community economic vitality is the amount of "basic" industry it has bringing new money into the community, which inherently means that the community is

economically interdependent on other communities; second, the "marketplace" for employment opportunities today is regionwide due to the willingness of people to commute considerable distances to find that employment.

The regional setting in which Warrenton finds itself could be defined geographically in any of a number of ways. However, since Warren County is part of the officially designated region "K", it will be most useful to maintain this as the regional study area because considerable data have already been collected for it as a geographic area.

Region "K", commonly referred to as the Kerr-Tar Region, is comprised of five counties in northern North Carolina. These counties -- Franklin, Granville, Person, Vance and Warren, have traditionally relied on agriculture as the primary economic pursuit. Although the importance of agriculture in recent years has decreased in some respects (number of people employed and acres of cropland), farm income has actually increased. For example, between 1960 and 1969 in Region "K", farm population decreased 8.2 percent and acres of cropland decreased 20.0 percent, however, farm income increased 20.2 percent. This is due primarily to an increase in large farm holdings, increased mechanization, and more efficient production.

In spite of some advances in agriculture, however, industrial growth is becoming the dominant growth factor in the regional economy. Between 1963 and 1967, value added by manufacture in the region increased from 56.9 million dollars to 86.8 million dollars, an increase of 52.5 percent. This was considerably higher than the increase of 44.7 percent for the state as a whole over the same time period. There, of course, were important variations within the region with Person County registering the greatest percentate increase (62.3 percent) and Granville County showing the smallest increase (17.0 percent). In terms of absolute growth, Vance County experienced the largest increase in value-added by manufacturing between 1963 and 1967, spurting from \$21,200,000 to \$36,700,000. This reflects the importance of Henderson as the dominant manufacturing center in the region. Many of the region's largest and newest industries are located in the Henderson area along U.S. 1 bypass and I-85.

Retail trade in the region is also centered in Henderson, with secondary centers in Oxford and Roxboro. According to information in the 1967 Census of Business, there are about 1,300 retail trade establishments located in the region, with the number of establishments ranging from 340 in Vance County to 170 in Warren County. Vance County is also the regional leader in retail sales

volume; according to figures compiled by the North Carolina Department of Tax Reserach, retail sales in Vance County for fiscal year 1971-72 totaled approximately \$87.7 million, an increase of 26.3 percent over the two year period from fiscal year 1969-70. Warren County was at the bottom of the regional scale with a retail sales volume of \$20.7 million in fiscal year 1971-72, up 19.6 percent from fiscal year 1969-70. Thus, Vance County is not only retaining its regional eminence, but its economy is growing at a brisk pace.

Looking at future economic growth in the Kerr-Tar Region, the picture looks bright according to a well known economic analyst. Hammer, Greene, Siler Associates* have reported that the Kerr-Tar Region will experience major changes in the economy, particularly in the two-county (Warren and Vance) impact area of Soul City. Following are reasons cited for future economic expansion in the region: 1) excellent location -- the highway and rail system link Region "K" with three other growing economic regions: the Industrial Piedmont, the Mid-Atlantic-Northeast Metropolis, and the Coastal Plains; 2) labor resources -- the labor supply will continue to be the most significant factor in

*The Hammer, Greene, Siler Associates studies were undertaken for the Warren Regional Planning Corporation in conjunction with planning studies for Soul City.

attracting new industries, and 3) natural resources -- water resources (Kerr Reservoir and Lake Gaston) will help meet water use demands as well as recreational needs; timber resources will augment some industrial expansion.

Having examined the economic growth factors in the region, Hammer, Greene, Siler Associates projected that employment in the region will increase from its 1969 level of 13,730 to 23,800 in 1980, and to 38,500 in 1990. The following assumptions were made in projecting these increases:

- The basic trends in national growth of population, employment, national income, and gross national product will follow the long term trend since 1929.
- The Northeast Region will continue to represent the largest mass of concentrated urban-industrial markets among the regions of the nation.
- The Southeast will continue to account for an increasing proportion of the nation's population and economic activity, but will not surpass the Northeast or the Midwest in either of these measures. The relative strength of the Northeast as a market will not decrease substantially, but the relative strength of the Southeast as a market will increase substantially and will tend to become more concentrated in metropolitan concentrations.
- The State of North Carolina will continue to account for a proportionate share of the new employment gains in the Southeast Region that is consistent with the 1960-69 proportion.

Table 7 breaks down these projections into five year increments by area.

TABLE 7

PROJECTION OF MANUFACTURING EMPLOYMENT, 1969-1990: KERR-TAR REGION
AND WARREN/VANCE COUNTIES

YEAR	REGION	WARREN/VANCE COUNTIES	REMAINDER OF REGION	WARREN/VANCE COUNTIES AS A PERCENT OF REGION
1969	13,730	5,620	8,110	40.9
1975	18,000	8,000	10,000	44.4
1980	23,800	10,955	12,845	46.0
1985	30,500	14,485	16,015	47.5
1990	38,500	18,810	19,690	48.9

SOURCE: Hammer, Greene, Siler Associates, Industrial Feasibility
Region "K"-New Community.

Clearly, if Soul City does develop as planned and these employment projections become reality, the impact on Warrenton could be substantial. Our attention will now turn to economic trends in Warren County itself, along with implications for future growth and development.

Warrenton and Warren County

Economic growth in Warrenton and Warren County has generally been slower than regional growth. This is due in large measure to the loss of population in the productive (18-64) age groups. This has meant a loss in purchasing power (although not an absolute loss in sales volume), as well as a loss in potential gainful employment and industrial growth.

Income and educational achievement are important indicators of existing and potential economic vitality in a community; income statistics reflect the economic well-being of individual families, and therefore their ability to achieve self-satisfaction and to participate in the community's economic life through their purchase power. Educational achievement is closely related to the type of employment an individual can reasonably expect to find, and hence has a direct bearing on his income potential. Education also is important in terms of the amount and type of employment services a community can attract; without a skilled labor supply new industries can scarcely be attracted, and those which are attracted are primarily the labor intensive type which pay very low wages. Present trends in educational achievement and family incomes were examined previously under the heading "population characteristics," and will not be repeated here. However, it should be reiterated that, although significant strides have been made in Warren County during the past decade, incomes and educational achievement remain woefully lacking in comparison to statewide achievements. We will now look more closely at labor force and manufacturing characteristics in the county.

Labor Force

Composition and Characteristics

The Warren County labor force in 1970 was composed of 5,079 males 16 years old and over, and 5,635 females in the same age category, according to the 1970 Census of Population. The ratio of males to females (1 to 1.12) was slightly lower than the statewide figure of 1 to 1.08, reflecting the high percentage of females in the county. The percent of males and females over the age 16 in the labor force, 61.7 percent and 32.8 percent, respectively was considerably lower than the statewide figures of 77.4 percent and 46.5 percent.

The skill level of Warren County manufacturing workers is considerably higher, according to one survey,* than skill levels in neighboring Vance County. Warren County is credited with 17.4 percent of its manufacturing workers as possessing a high level of skill, 44.8 percent with a medium level, and 37.8 percent with a low level. Corresponding figures for Vance County are 10.1 percent, 34.4 percent, and 55.5 percent, respectively.

The labor force in Warren County has in the past been quite mobile in terms of commuting patterns, indicating either a need or desire to seek employment in surrounding counties. Unfortunately, 1970 commuting data are not available, but it may be helpful to examine some 1960 figures. Table 8 shows where Warren County workers were employed in 1960.

*SOURCE: Economic Survey conducted by Hammer, Greene, Siler Associates in the Warren/Vance County area, Feb. 1971.

TABLE 8
COMMUTING PATTERNS, 1960 WARREN COUNTY

COUNTIES IN MOBILITY PATTERN	WENT OUT OF COUNTY TO WORK	CAME INTO COUNTY TO WORK
Brunswick County, Virginia	17	--
Durham County	8	--
Franklin County	12	15
Granville County	7	--
Halifax County	174	88
Mecklenburg County, Virginia	44	15
Nash County	4	--
Northampton County	8	--
Vance County	194	113
Wake County	33	--
Elsewhere	107	--
Subtotals	608	231
Out-Commuting		In-Commuting
Net Loss 377 workers		
Warren County(reside & work)	4,288	
Place of work not reported	142	
Employment residents	5,038	Non-residents 231
TOTAL EMPLOYED IN WARREN COUNTY, 1960 -- 4,661		

SOURCE: N.C. Department of Conservation and Development, Commuting Patterns in North Carolina, 1960 - 1965.

Note that all workers were included in the survey, not just manufacturing employees. The percentage of manufacturing employees commuting would probably be higher than workers as a whole, due to the dominance of Vance County as a manufacturing employment center. In fact, according to one sample survey conducted in February 1971,

a greater percentage of manufacturing workers living in Warren County worked in Vance County than in Warren County.* That survey also pointed out that the number of manufacturing workers commuting to Warren County from Vance County was much lower than the number going to Vance from Warren. Indications from that survey are that manufacturing employment opportunities in Warren County are not adequate to meet the needs of its residential population.

Type of Employment

Table 9 shows the type of employment engaged in by Warren County residents in 1960 and 1970, along with the changes in that decade. (It should be kept in mind that these figures reflect types of employment of persons living in Warren County; the place of employment may be in another county.) The total number of county residents employed decreased 12.1 percent between 1960 and 1970, which is not at all surprising considering the 19.6 percent decrease in county population over that time period. What is significant is the change in employment types over that ten year period.

* Economic Survey by Hammer, Green, Siler Associates in Warren/Vance Counties in February 1971. The survey represented about 80 percent of the manufacturing employment in the two-county area.

TABLE 9

INDUSTRY OF EMPLOYED PERSONS, 1960-1970: WARREN COUNTY

INDUSTRY TYPE	NUMBER		PERCENT		NUMERIC CHANGE		PERCENT CHANGE	
	1960	1960	1970	1970	1960-70	1960-70	1960-70	1960-70
Total Employed	5,398	100.0	4,742	100.0	- 656	- 12.1		
Agriculture	1,920	35.6	551	11.6	-1,369	- 71.3		
Mining	13	0.2	22	0.5	+ 9	+ 61.5		
Construction	283	5.2	477	10.0	+ 194	+ 68.5		
Manufacturing	911	16.9	1,440	30.4	+ 529	+ 58.1		
Furniture & Lumber								
& Wood Products	342	6.3	297	6.3	- 45	- 13.1		
Metal Industries	---	---	14	0.3	+ 14	---		
Machinery	12	0.2	10	0.2	- 2	- 16.7		
Transportation								
Equipment	4	0.1	6	0.1	+ 2	+ 50.0		
Other Durable Goods	21	0.4	100	2.1	+ 79	+376.2		
Food & Kindred								
Products	61	1.1	66	1.4	+ 5	+ 8.2		
Textile & Apparel								
Products	395	7.3	760	16.0	+ 365	+ 92.4		
Printing, Publish-								
ing & Allied Ind.	19	0.4	14	0.3	- 5	- 26.3		
Other Nondurable								
Goods	57	1.0	173	3.6	+ 116	+203.5		
Railroad & Railway								
Express Service	90	1.7	31	0.6	- 59	- 65.5		
Other Transporta-								
tion	100	1.9	124	2.6	+ 24	+ 24.0		
Communications,								
Utl., & Sanitary								
Service	38	0.7	46	1.0	+ 8	+ 21.0		
Wholesale Trade	124	2.3	88	1.8	- 37	- 29.6		
Eating & Drinking								
Places	22	0.4	31	0.6	+ 9	+ 40.9		
Other Retail Trade	560	10.4	527	11.1	- 33	- 5.2		
Business & Repair								
Services	56	1.0	141	3.0	+ 85	+151.8		
Private Households	308	5.7	180	3.8	- 128	- 41.5		
Other Personal Ser.	87	1.6	141	3.0	+ 54	+ 62.1		
Hospitals	61	1.1	65	1.4	+ 4	+ 6.5		
Educational Service	305	5.6	392	8.3	+ 87	+ 28.5		
Other Prof. and								
Related Services	95	1.7	171	3.6	+ 76	+ 80.0		
Public Adm.	179	3.3	157	3.3	- 22	- 12.3		
Other Industry(in-								
cluding not rptd.)	245	4.5	158	3.3	- 87	- 35.5		

SOURCE: U.S. Census of Population, 1960-1970

NOTE: Percentages may not total 100 percent due to rounding.

The most significant trend is the increase in manufacturing employment from 19.9 percent of the total in 1960 to 30.4 percent in 1970. This was accompanied by an even more drastic decrease in agricultural employment, from 35.6 percent of the total in 1960 to 11.6 percent in 1970. Thus is explained the tremendous percentage increase (155.2 percent) median family income in Warren County between 1960 and 1970. However, when we look at the type of manufacturing employment growth, we see that the situation could be better. While employment in durable goods manufacturing increased 12.7 percent (from 379 to 427) from 1960 to 1970, nondurable goods manufacturing employment increased a fantastic 336.6 percent (from 232 to 1,013). Since nondurable goods manufacturing typically pays lower wages than durable goods manufacturing, we can see that, with a different type of industrial growth, incomes could have increased more than they did. This situation was magnified by the fact that the greatest single increase in employment by manufacturing type was in textile and apparel products, which is usually among the very lowest in wages paid.

Wages for similar types of employment also vary by geographic area. Table 10 lists earnings of persons for selected population groups in Warren County and the State.

TABLE 10

MEDIAN EARNINGS OF PERSONS IN SELECTED OCCUPATION GROUPS, 1970:
WARREN COUNTY AND NORTH CAROLINA

<u>OCCUPATION GROUPS</u>	<u>NORTH CAROLINA</u>	<u>WARREN COUNTY</u>
Male, 16 years old and over with earnings	\$5,627	\$3,719
Professional, Managerial and Kindred	8,831	6,853
Craftsmen, Foremen and Kindred	6,128	4,844
Operatives, Including Transport	4,927	3,395
Laborers, Except Farm	3,406	2,435
Farmers and Farm Managers	3,110	2,744
Farm Laborers		
Females, 16 years old and over with earnings	3,413	3,130
Clerical and Kindred	3,894	3,740
Operatives, Including Transport	3,524	3,220

SOURCE: U.S. Census of Population, 1970.

It can be seen from the table that earnings for similar occupations in Warren County lag behind state figures in every category listed except farm labor. This is due, at least in part, by the rural nature of Warren County, since the statewide rural farm and rural nonfarm figures more closely approximate those of Warren County. So even if the industry mix in which Warren County residents are employed becomes more heavily weighted in favor of durable goods, incomes in Warren County may slightly lag behind those in the state as a whole.

Unemployment and Underemployment

Unemployment has fluctuated over the past ten years in Warren County from a low of 3.6 percent in 1969 to a high of 5.7 percent in 1963, 1970, and 1971.* During some reporting quarters, the unemployment rate has exceeded 6.0 percent.

Unemployment rates in Warren County are important in two respects: first, they reflect a need for providing additional employment opportunities, and second, they are used as one criterion by the Economic Development Administration of the U.S. Department of Commerce in determining eligibility for certain federal grants. Warren County was recently declassified as a Title IV Redevelopment County, due in part, to a decrease in unemployment. This means that the county will not be eligible for certain economic development grants and loans from EDA.

Unemployment individuals are part of one group used for determining recruitable labor for industrial development. Quarterly estimates of the recruitable labor supply are prepared by the Employment Security Commission for each county. Generally, the recruitable and referrable labor supply is made up of the following groups:

* These are figures from Work Force Estimates prepared by the N.C. Employment Security Commission.

I. Persons Currently Seeking Work

- 1) The unemployed;
- 2) Persons with less than full-time employment;
- 3) Individuals holding jobs which do not utilize their highest potentials;
- 4) Certain others, such as school dropouts, returnees from military service, etc.

II. Potential Jobseekers

- 1) Housewives who would join the labor force if more suitable work or better job opportunities were made available;
- 2) Workers who are now commuting to jobs in other areas but who prefer local employment;
- 3) Young people who expect to find jobs upon completion of their schooling;
- 4) Agricultural workers who are interested in industrial jobs.

Thus, it includes both unemployed and underemployed individuals.

Table 11 shows the estimated recruitable labor force in Warren County as of December 15, 1972.

TABLE 11

ESTIMATED RECRUITABLE LABOR FORCE, DECEMBER 15, 1972: WARREN COUNTY

TOTAL	TYPE OF WORKER						High School Graduates	
	Experienced Manufacturing Workers		All Other Experienced Workers		Inexperienced But Referable and Trainable		Entering the Labor Force Annually	
	Male	Female	Male	Female	Male	Female	Male	Female
1,000	60	90	140	110	200	400	84	70

SOURCE: N.C. Employment Security Commission, Bureau of Employment Security Research.

During the same time period, recruitable labor supplies in surrounding counties were: Vance - 800, Franklin - 1,050, Nash - 1,250, Halifax - 1,440, and Northampton - 1,040. Thus, although some surrounding counties have higher numbers, Warren County is in a fairly strong position to compete for new industry based on the recruitable labor supply.

Industry and Trade

Agriculture

Agriculture in Warren County has followed statewide agricultural trends. Table 12 presents some agricultural statistics for 1964 and 1969 statewide and for Warren County.

TABLE 12

AGRICULTURAL TRENDS, 1964-69 WARREN COUNTY AND NORTH CAROLINA

	WARREN COUNTY			NORTH CAROLINA		
	1964	1969	% Change 1964-69	1964	1969	% Change 1964-69
Acres in farms	158,210	125,943	-20.4	14,381,500	12,733,751	-11.5
Average size of farms (acres)	97.1	119.8	+23.4	97.0	106.6	+ 9.9
Acres of harvested cropland	32,339	24,082	-25.5	3,985,950	3,472,302	-12.9
Market value of agric. products(\$)	8,139,459	7,112,725	-12.6	1,067,550,000	1,195,068,745	+11.9
Average market value of agric. products per farm(\$)	4,994	6,767	+35.5	7,203	10,010	+39.0

SOURCE: U.S. Census of Agriculture, 1964 and 1969.

It can be seen that total farm acres and acres harvested are decreasing in Warren County, as is the case statewide. This is accompanied, however, by an increase in size of farms and the market value of products per farm. One variation between trends in Warren County and statewide is total value of agricultural products; while the total increased 11.9 percent statewide between 1964 and 1969, it decreased 12.6 percent in Warren County. These statistics reflect general farming trends of larger farms, more production per farm, and higher farm incomes.

Manufacturing

Manufacturing is expanding, though slowly, in Warren County as the county's economy is shifting from an agrarian base to an industrial and service base. Table 13 shows the change in general manufacturing statistics in Warren County between 1963 and 1967.

TABLE 13
GENERAL MANUFACTURING STATISTICS, 1963-67: WARREN COUNTY

	<u>1963</u>	<u>1967</u>
Establishments		
Total Number	35	43
With 20 Employees or More	6	7
All Employees		
Total Number	851	800
Payroll (\$1,000)	2,229	2,800
Production Workers		
Total Number	752	700
Man Hours (1,000)	1,426	1,400
Wages (\$1,000)	1,797	2,200
Value Added by Manufacture(\$1,000)	3,146	3,800
Capital Expenditures (\$1,000)	378	400

SOURCE: U.S. Census of Manufactures, 1963 and 1967.

Although industrial employment decreased slightly between 1963 and 1967, the number of establishments, payrolls, and value added by manufacturing increased. Most of the establishments in 1967 (36 of 43) were classified by the census as "lumber and wood products," and the greatest proportion of those (33) had fewer than 20 employees.

Since 1967, manufacturing has become somewhat more diversified, and there are now thirteen firms engaged in manufacturing items other than wood products.

Retail Trade

According to the North Carolina Department of Tax Reserach, collection of sales and use taxes by Warren County increased 6.4 percent from 1968-69 to 1969-70. This was lower than the statewide increase of 10.1 percent over the same time period, but it does indicate some growth in retail trade. However, according to one source, actual sales volume is far lower than the potential indicated by expendable incomes. This is shown in Table 14.

According to the data, Warren County is losing approximately one-fourth of its potential retail sales dollar, most logically because people are shopping in Henderson and other larger retail centers. This situation would probably improve with an increase in the percentage of county residents actually employed within the county. Improvements in existing retail establishments (goods and services) would also help keep some of these dollars within Warren County.

TABLE 14

POTENTIAL RETAIL SALES VOLUME, 1970: WARREN COUNTY

	<u>POTENTIAL</u> <u>SALES*</u>	<u>- ACTUAL</u> <u>SALES**</u>	<u>= UNSATISFIED</u> <u>DEMAND</u>
Feed Beverages and Tobacco	7,230,000	5,334,408	1,955,592
Apparel	1,710,000	101,077	1,608,923
Automotive	2,938,500	4,840,248	-1,901,748
Furniture	1,030,500	875,777	154,723
Building Materials	2,062,500	490,327	1,572,173
General Merchandise	5,073,000	3,462,238	1,610,762
Misc. Retail Sales	<u>765,000</u>	<u>809,848</u>	<u>- 44,848</u>
TOTAL	20,809,500	15,913,923	4,895,577

*SOURCE: Warren Regional Planning Corporation.

**SOURCE: N.C. Department of Taxation.

NATURAL ENVIRONMENT

Climate

Since Warrenton lies approximately on the dividing line between two physiographic provinces (piedmont and coastal plain), climatic conditions reflect characteristics common to both.

Below freezing temperatures are frequent from mid-November through mid-March, although it seldom remains below freezing all day. January temperatures average around 42° F, with July readings averaging about 78° F. Most precipitation is in the form of rain, but significant amounts of snow fall a few times each winter. Average annual precipitation is about 45 inches which is quite evenly distributed throughout the year, although the peak month is July when about 5½ inches of rain fall. Average length of freeze-free growing season is approximately 200 days. Prevailing winds are from the southwest most of the year, however, in September and October this changes to northeast.

Topography

The land surface of Warren County is gently rolling and relief is generally less than 100 feet per mile. Topography is rugged near the Roanoke River and Fishing Creek, the two largest streams in the county. The highest elevations are near Afton in the southwestern part of the county (about 500 feet above sea level), and the lowest elevations (about 200 feet above sea level) are found along the Roanoke River where it flows out of the county to the east.

Within the Town of Warrenton the highest land, a ridge roughly running along Main Street (U.S. 401), is a little over 400 feet above sea level. From that ridge, the slope is downward to the east and west, more steeply to the west and Fishing Creek. Warrenton lies within the Tar River drainage basin.

Geology

Quality and quantity of ground water are directly related to the underlying geologic structure. Warrenton is in an area underlain primarily by mica schist, with granite predominant to the north and northeast towards Norlina and Macon. These strata are weathered quite deeply, and hence make a good aquifer (source of ground water).

Water

Warrenton's water resources are derived from two sources: surface water and ground water. As noted previously, Warrenton lies within the Tar River basin. The four major streams flowing through Warren County in the Tar River basin are Shocco Creek, Fishing Creek, Reedy Pond Creek, and Little Fishing Creek. The Town of Warrenton uses Fishing Creek, which has a minimum flow of 1.4 million gallons per day, for its municipal water supply.

Ground water sources supply most domestic users of water outside the town limits of Warrenton. Dug wells are most common, although drilled and bored wells are also used. Most of the dug

and bored wells range in depth from 35 to 65 feet and have yields of 5 to 10 gallons per minute. Average yield for drilled wells in the county is 18 gallons per minute, which is 20 percent higher than the average yields in surrounding counties due to the fact that rocks in Warren County are weathered more deeply. Adequate domestic water supplies can be obtained from drilled wells almost anywhere in the county, although an important factor is topography since wells located in draws yield much more water than in other locations. Although Warrenton utilizes Fishing Creek as its primary source of water, two wells, each with a yield of about 40 gallons per minute, are connected directly to the distribution system for use when needed.

Soils

Knowledge of soil types and characteristics is one of the most basic and important tools for planning future growth and development. Soil maps and interpretive reports can provide useful information in guiding sound subdivision layout and design, highway location and design, park and open space systems, and many other planning objectives.

Soils in the Warrenton planning area fall into four broad categories or, as they are referred to by soil scientists, "associations." These four associations are but half of those found in Warren County. A brief description of these four associations follows.*

*These descriptions taken from text occupying the General Soil Map of Warren County, prepared by the Soil Conservation Service assisting the Warren Soil and Water Conservation District.

Cecil Association

Gently sloping to moderately steep, well drained soils with sandy loam to clay loam surfaces over firm red clay subsoils.

This association consists of fairly broad, moderately sloping ridges that break sharply to the drainageways. It is the largest association in the County, making up about 36 percent of the County. It occurs in fairly large areas, but the largest area occurs from Warrenton southward to the Franklin County line and from Warrenton westward to the Vance County line.

Cecil soils are the major soils and make up about 85 percent of the area. They have sandy loam to clay loam surface soils over firm, red clay subsoils derived from acidic rocks. The rest of the association consists of minor acreages of Appling, Madison, Vance, Louisburg, and Georgeville Soils.

About one-fourth of this association is in cultivation or pasture, with the remaining chiefly in woods. About 45 percent of this association is in Land Capability Class III, about 30 percent in Class II, with the remaining 25 percent in the other classes. The soils in this association are suited for the production of small grain, corn, alfalfa, soybeans, lespedeza, tobacco and pasture. Erosion is the major hazard which can be severe. The soils are easily tilled, unless severely eroded, and respond well to lime, fertilizer and conservation practices.

The Cecil soils have moderate limitations when used for septic fields, foundations for buildings and road construction.

Appling - Durham Association

Gently sloping to moderately sloping, well drained soils with sandy loam surfaces and yellowish red to yellow firm clay to friable sandy clay loam subsoils, derived from acidic rocks.

This association consists chiefly of broad, smooth ridges on gentle to moderate slopes. It makes up about 7 percent of the County with the largest areas running from the vicinity of Warren Plains to Norlina and from Norlina to vicinity of Wise. Smaller areas occur in the vicinity of Manson and Drewry.

Appling soils make up about 70 percent of the association. They have dark gray to grayish brown sandy loam surfaces and yellowish red to yellowish brown clay loam to clay subsoils.

Durham soils make up about 20 percent of the association. They have dark gray to grayish brown surfaces and strong brown to yellow sandy clay loam to light clay loam subsoils.

The rest of this association is made up of minor acreages of Vance, Cecil and Louisburg.

About three-fourths of this association is cultivated or in pasture, and the remainder is in woods. Most of the area, about 80 percent, is in Land Capability Class II, about 15 percent in Class III, and the remainder in other classes. The soils in this

association are suited for the production of tobacco, corn, cotton, soybeans, lespedeza, small grain and pasture. The soils in this association are especially well suited for tobacco. They are easily tilled and respond well to lime and fertilizer.

These soils have only moderate to slight limitations for other uses such as septic fields, foundations for buildings, road construction and recreation.

Wilkes Association

Gently sloping to steep, well drained, shallow soils with little or no subsoil development, derived from mixed acidic and basic rocks.

This association consists chiefly of shallow soils on rolling to steep topography. It makes up less than one percent of the County and occurs in small areas somewhat scattered over the County with the largest area located in the northwestern part of County near Smith Creek.

The Wilkes soils make up about 80 percent of the association. They have moderately light textured topsoils with little or no subsoil development.

The rest of the association is made up chiefly of Louisburg, Cecil, Appling, Enon and Helena soils.

Over three-fourths of this association is in woods and the remainder in cultivation or pasture. About 60 percent of this association is in Land Capability Class VI, 30 percent in Class IV and the remainder in other classes.

Most of the soils in the association are not suited or recommended for crops because of the steep topography and the shallowness of the soils. On the smoother slopes some crops are grown, but the majority of this association is in forest and pasture. These soils are very susceptible to erosion; and, if cultivated, adequate conservation practices should be used.

The major soils in this association have severe limitations for septic fields, foundations for buildings and road construction.

Alluvial Soils

Although alluvial soils are not described in the county soil interpretations, they are found within the Warrenton Planning Area, consisting of Congaree soil material. Alluvial soils are those recently deposited by water, and hence, where they do occur is indicative of periodic flooding. The largest area of alluvial soils near Warrenton is along portions of Fishing Creek. These areas are unsuitable for development due to the flood potential.

Table 15 on the following page describes the limitations for soils found in the Warrenton area. Note that slopes have a direct relationship to soil suitability; for example, a Cecil sandy loam soil (Cs) normally has only moderate limitations for dwellings using septic tanks, however, when the slope is greater than 15 percent, the limitation becomes severe.

Map 2 shows, generally, suitability of soil types around Warrenton for building and septic tank uses. It must be emphasized, however, that a good deal of caution must be exercised when using this map, for the following reasons:

- 1) The map is generalized, and is to be used only for broad planning purposes. It is not suitable for planning an individual parcel of land because soils in one association differ in slope, depth, drainage, and other characteristics that affect use and management. An on-site soil inspection must be made in every case.
- 2) Since detailed topographic maps of the Warrenton area are not available, it is impossible to accurately determine soil limitations where slopes would be a limiting factor.

Despite the shortcomings of generalized soil information, it is important to realize that soils do play an important part in guiding future growth and development, and where growth is anticipated detailed soil analyses should be made before large capital expenditure, such as for water and sewer lines, are made.

TABLE 15

SOIL CHARACTERISTICS AND LIMITATIONS

SOIL ASSOCIATIONS			LIMITATIONS FOR								SUITABILITY FOR		
			DWELLINGS WITH SEWERAGE SYSTEMS		SEPTIC TANK FILTER FIELDS		RECREATION			URBAN USES			
							CAMP SITES	PICNIC AREAS	INTENSIVE PLAY AREAS	LIGHT INDUSTRIES ¹			ROADS AND STREETS ²
CECIL	TYPE	MAP SYMBOL	Slt.	Mod.(Perc)	Slt.	Slt.	Slt.	Slt.	Mod.(Sh-Sw)	Mod.(TSC)	Good to Fair	Good	
Cecil	Sandy Loam	Cs											
Cecil	Fine sandy Loam	Cf											
Cecil	Fine sandy Loam,eroded phase	Cfr											
Cecil	Clay loam	Cc											
Cecil	clay loam, hilly phase	Ccl											
APPLING - DURHAM													
Appling	sandy loam	Ap	Slt.	Mod.(Perc)	Slt.	Slt.	Slt.	Slt.	Mod.(Sh-Sw)	Mod.(TSC)	Good	Good	
Durham	sandy loam	Dl											
WILKES													
Wilkes	sandy loam	Ws	Sev.(R)	Sev.(R)(Sh-Sw,Perc)	Mod.(Traf)	Mod.(Traf)	Sev.to Mod. (Traf,Sh-Sw)	Sev.(Sh-Sw) (R)	Sev.(TSC) (R)	Poor	Fair	Fair	
AULLUVIAL													
Alluvial soils, Congaree soil material		A	Sev. (F1)	Sev. (F1)	Sev. (F1)	Mod. (F1)	Sev. (F1)	Sev. (F1)	Sev. (F1)	Sev. (F1)			
			(1)	(2)	(3)	(4)	(5)	(6)	(7)				

(1) Slopes - 10% impose limitations; 10-25% - Mod.; 25%+ - Sev.
 (2) Slopes - 10% impose limitations; 10-15% - Mod.; 15%+ - Sev.
 (3) Slopes - 6% impose limitations; 6-10% - Mod.; 10%+ - Sev.

(4) Slopes - 10% impose limitations; 10-25% - Mod.; 25%+ - Sev.
 (5) Slopes - 6% impose limitations; 6-10% - Mod.; 10%+ - Sev.
 (6) Slopes - 10% impose sev. limitations.
 (7) Slopes - 25% impose sev. limitations.

Abbreviations for Limiting Factors:

F1 - Flood hazard
 Wt - Water Table
 Traf - Trafficability
 Sh-Sw - Shrink-swell potential
 R - Rock

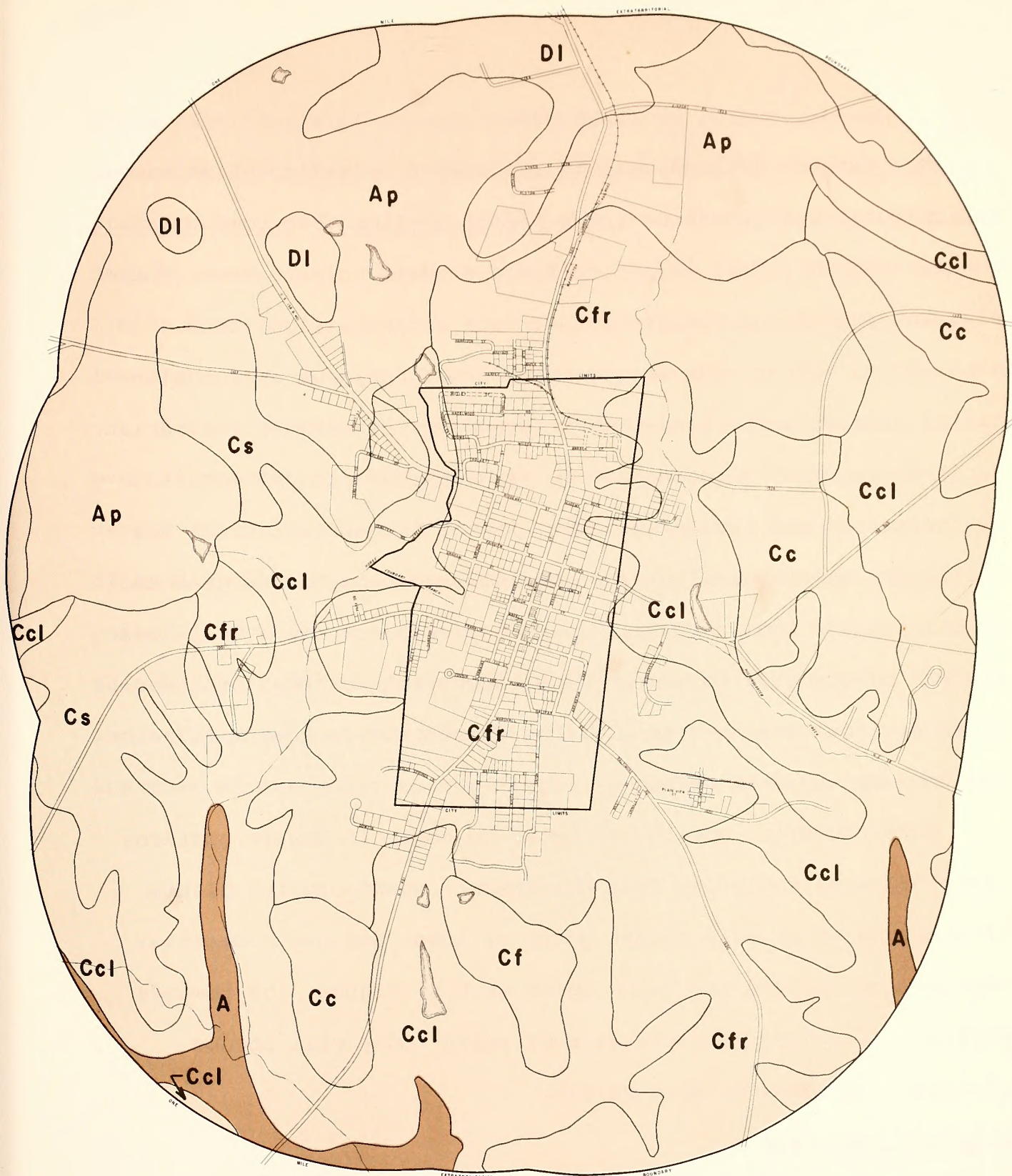
Abbreviations for degree of limitations:

Slt. - Slight Mod. - Moderate Sev. - Severe

¹ Structures whose footings are in subsoil.

² Refers to roads and streets that have subsoil for base.

SOURCE: General Soil Map, Warren County, N.C., Prepared by SCS assisting the Warren County Soil and Water Conservation District.



MAP 2

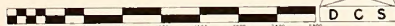
WARRENTON, N. C.

SOILS SUITABLE FOR SEPTIC TANK USE AND GENERAL URBAN DEVELOPMENT

MODERATE LIMITATIONS SEVERE LIMITATIONS

NOTES:

1. SLOPES WILL IMPOSE ADDITIONAL LIMITATIONS (See Table 15)
2. THIS IS A GENERAL SOILS MAP & IS NOT ADEQUATE FOR DETERMINING LIMITATIONS ON INDIVIDUAL SITES & PARCELS



THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

WAR DATE: AUGUST 1972
NOTE: THIS IS NOT TO BE USED FOR TAX PURPOSES. LOT LINES ARE APPROXIMATE.

LAND USE

The pattern of land uses in any community reflect historical and cultural influences over the period of time that community was developing. This is particularly evident in Warrenton; the pleasant tree-lined residential streets with white pillared mansions on either side are reminiscent of a bygone era of plantation estates and a land-rich aristocracy. Warrenton's agrarian heritage is also reflected in the large number of agricultural warehouses in and around the town. Early industrialization was still very much agricultural resource based, and cotton gins and spinning mills took their place in the local economy. Mill housing was constructed to accommodate industrial workers, and several of these structures are still to be found between Peck Manufacturing Company and Main Street.

More recently, growth has begun to occur in linear patterns along highways radiating from Warrenton. Manufacturing plants have sprung up on Main Street north of town, and new commercial and service centers are being built on U.S. Highway 158 towards Norlina. Land use patterns as they exist today will now be discussed in somewhat more detail.

Existing Land Uses

Existing land uses in the Warrenton planning area were inventoried and charted on maps in a survey conducted January 1973.

These land uses were categorized into seven classifications, according to criteria in the U.S. Department of Transportation's Standard Land Use Coding Manual. Results of this survey, broken down by acres inside Warrenton's town limits, acres outside town limits, and total acres in the planning area, are shown in Table 16. Land uses are depicted graphically on Map 3.

Before discussing individual land use categories, note that over 27 percent of the land area in Warrenton is undeveloped or vacant (this includes off-street parking areas), and the majority of land outside Warrenton (86.6 percent) is undeveloped. From generalized soils information, it appears that most of this vacant land is developable for urban purposes (See Map 2). Only about 154 acres, or 4.2 percent, of the undeveloped land outside the Town of Warrenton is unsuitable for urban development.*

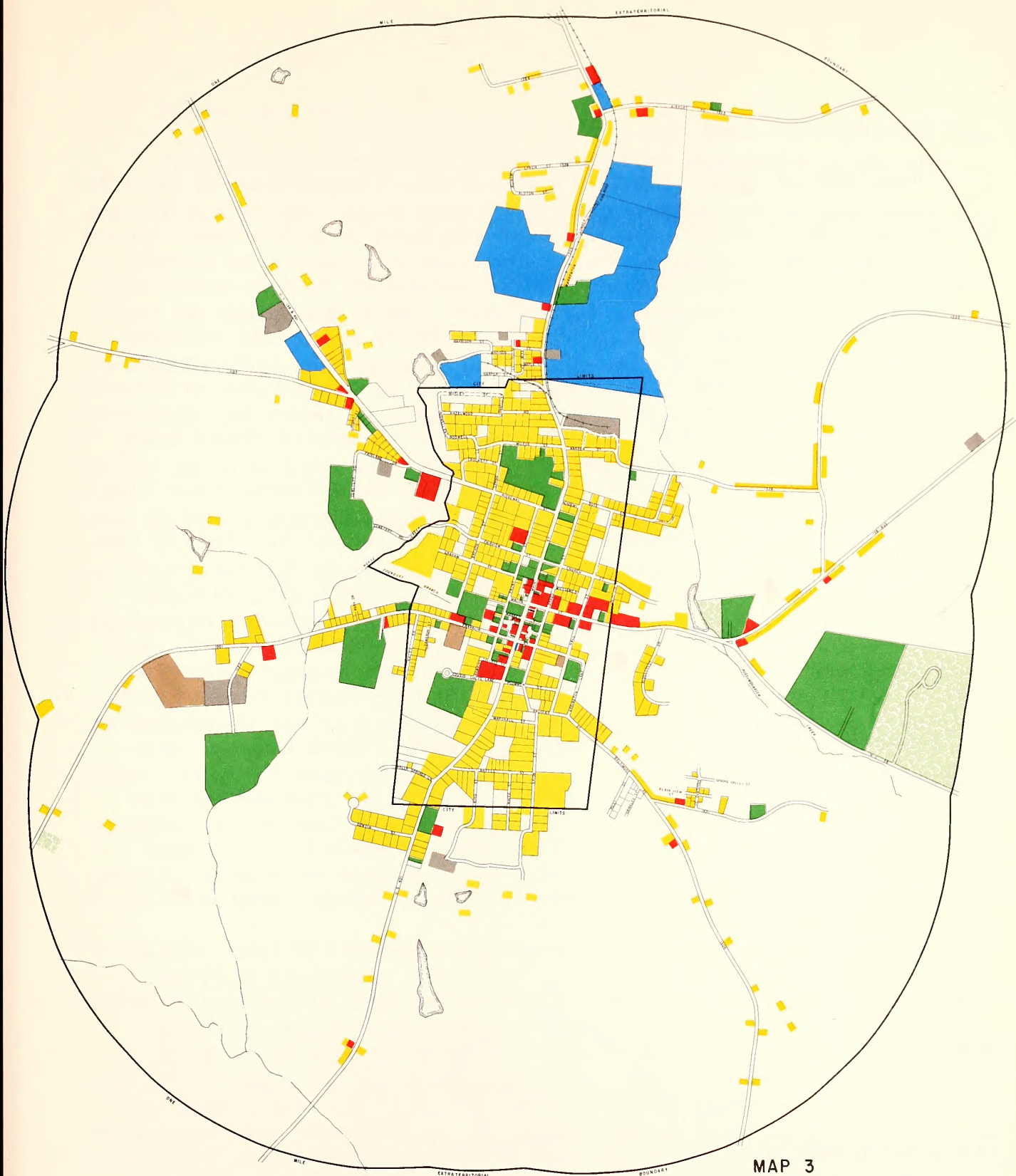
*Again, the reader is cautioned that this is derived from generalized soils maps, and smaller individual parcels should have detailed soil analyses before developed.

TABLE 16
EXISTING LAND USE, JANUARY 1973 - TOWN OF WARRENTON AND WARRENTON
PLANNING AREA

Land Use	% of Total			% of Total		Percent of Total Acres in Planning Area
	Acres Inside Town	Acres Inside Town	Acres Outside Town	Acres Outside Town	Acres in Planning Area	
Residential	165.9	41.7	193.6	4.6	359.5	7.8
Single-Family	164.1	41.3	193.2	4.6	357.3	7.7
Multi-Family	1.8	.4	0.4	--	2.2	.1
Trade	13.5	3.4	12.8	.3	26.3	.6
Services	38.9	9.8	68.8	1.6	107.7	2.3
Cultural, Enter- tainment, & Recreation	0.5	.1	53.5	1.3	54.0	1.2
Manufacturing	1.7	.4	84.1	2.0	85.8	1.8
Transportation, Communication, & Utilities	64.1	16.1	142.5	3.4	206.6	5.4
Resource Produc- tion & Extraction	2.6	.7	10.9	.3	13.5	.3
Total Developed Land	287.2	72.2	566.2	13.4	853.4	18.4
Undeveloped & Vacant Land	111.9	27.8	3670.1	86.6	3782.0	81.6
Total Area	399.1	100.0	4236.3	100.0	4635.4	100.0

SOURCE: DCS staff survey, January 1973.

Note: Individual items may not add to totals due to rounding.

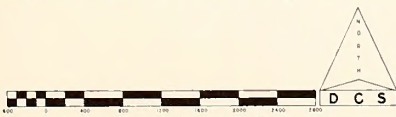
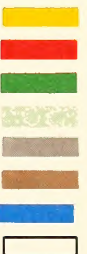


MAP 3

EXISTING LAND USE

WARRENTON, N. C.

RESIDENTIAL
 TRADE (RETAIL & WHOLESALE)
 SERVICE
 CULTURAL, ENTERTAINMENT, & RECREATION
 TRANSPORTATION, COMMUNICATION, & UTILITIES
 RESOURCE PRODUCTION & EXTRACTION
 MANUFACTURING
 UNDEVELOPED LAND



THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.
 MAP DATE: AUGUST 1972
 NOTE: THIS IS NOT TO BE USED FOR TAX PURPOSES. LOT LINES ARE APPROXIMATE.

Residential Land Use

Residential uses constitute the single largest use of land in Warrenton (165.9 acres) and the planning area (359.5 acres). There are only a few scattered multi-family dwellings in the area, using a total of 2.2 acres. Mobile homes are found primarily outside the town limits, since they are prohibited by the zoning ordinance from locating within the town. A total of 59 mobile homes were counted in the planning area, four of which were inside town limits.

Residential development patterns in Warrenton are fairly compact, with some "leap frogging" occurring in newer subdivisions. Older housing surrounds the CBD (Central Business District), but most of these are very well maintained and obviously house Warrenton's wealthier residents. Many, too, have a good deal of historical significance and have been or should be designated historical sites. Newer housing is located northwest of the CBD, particularly in the Hazelwood-Rodwell Street area. Most of the very recent residential construction is outside the town limits. Those on the east side of town (Bute Street and Ridgecrest Drive) are served by town water and sewer, however, those developing farther out west along highways 1001 and 1107 are not. Most of the substandard housing is located outside of Warrenton, however, some deteriorated areas can be found in town. This is discussed in more detail under "land use problems."

Trade Land Use

The general category "trade" includes wholesale trade and retail trade, but since there are many warehouses in Warrenton it should be noted that they are included under "services" instead of wholesale trade. The retail trade area in Warrenton is fairly well delineated, bounded generally by Fairview, Bragg, Franklin and Front Streets. Other scattered retail uses are found outside the CBD, primarily on Main Street south of Franklin and on Macon Street east of Bragg. Prime residential areas north of Fairview and south of Cousin Lucy's Lane have been very well protected against commercial encroachment.

Trade accounts for 3.4 percent (13.5 acres) of the land area in Warrenton and 0.3 percent (12.8 acres) of the acreage outside town. Most of the trade uses outside town are small neighborhood grocery stores and gasoline service stations. Some new commercial growth is taking place on U.S. Highway 158 towards Norlina.

Service Land Use

Service activities occupy a total of 38.9 acres in Warrenton and 107.7 acres in the planning area. This is a large amount of this type land use, but is accounted for by two factors; first, as a county seat Warrenton has considerable land devoted to governmental uses which fall under the "service" category, and second,

warehousing activities are quite numerous in Warrenton and typically cover rather large areas. Other activities within this category include barber shops, beauty shops, professional offices, cemeteries, and schools, among others.

The pattern of service uses closely follow that of retail trade, and in fact are closely intermingled with retail uses. In most instances these two uses are compatible, but in others they are not. For example, personal services such as beauty shops, shoe repair, and laundries fit in well with neighborhood shopping facilities, but services such as warehousing do not. This will be discussed further under "land use problems."

Cultural, Entertainment, and Recreation Land Uses

There is a dearth of cultural, entertainment, and recreation facilities in Warrenton with a pool hall, beer hall, small community center and movie house occupying 0.5 acres inside town, and a private recreation club outside town. Except for those allowed to join the private clubs, leisure time facilities leave much to be desired.

Manufacturing Land Uses

Manufacturing land uses occupy 1.7 acres of land in Warrenton, and 84.1 acres outside of town. Most manufacturing is focused in the Warrenton Industrial Park north of town, although some new industrial growth is taking place on U.S. Highway 158 towards Norlina.

Resource Production and Extraction

Resource production and extraction is limited to the two cotton gins in town (2.6 acres), plus the highway commission gravel pit on highway 1001.

Transportation, Communications, and Utilities

Included in this category are streets and highways, railroad rights-of-way, municipal water and sewer facilities, highway commission garage, and the radio station. Slightly more than 16 percent (64.1 acres) of the land area in Warrenton is devoted to these uses. This is less than average, since in many communities roadways take up to 25 percent of the total land area. A total of 206.6 acres are in this category throughout the planning area.

Land Use Problems

Heading the list of land use problems in the Warrenton area is substandard housing. Although 71 percent of the dwellings within Warrenton are classified "sound," only 34.6 percent of the dwellings in the planning area outside the town limits fall into this category.* Slightly over 25 percent of the dwellings outside Warrenton are dilapidated and 24.7 percent deteriorated, while the corresponding figures inside town are 10.6 percent and 16.5 percent. Housing conditions are tabulated in Table 17, and shown graphically on Map 4.

Within Warrenton, most of the substandard housing is located south of the CBD along Franklin Street. Isolated clusters are also located west of Front Street in back of the courthouse, and along Bute and Warren Streets. The largest substandard concentrations outside of town are to the north between Warrenton Box Company and Carolina Lumber Company, and to the east along U.S. Highway 158 and Baltimore Road. Most of the housing west and south of town is good, except around Hawkins Junior High School.

*These housing conditions were noted in a field survey conducted January 1973. Since housing conditions were not similarly evaluated in the 1970 census, valid comparisons for that year cannot be made. Also, historical trends will not be evaluated since earlier census of housing reports are thought to be weakened by census taker value judgments, thereby weakening their use as a comparison tool.

TABLE 17
HOUSING CONDITIONS, JANUARY 1973 - TOWN OF WARRENTON AND WARRENTON
PLANNING AREA

Condition	Number Inside Town	Percent Inside Town	Number Outside Town	Percent Outside Town	Number Total Planning Area	Percent of Total
Sound ¹	255	71.0	146	34.6	401	51.3
Deteriorating ²	59	16.5	104	24.7	163	20.9
Dilapidated ³	38	10.6	106	25.1	144	18.4
Trailer	4	1.1	55	12.0	59	7.6
Vacant	3	0.8	11	2.6	14	1.8
Total	359	100.0	422	100.0	781	100.0

SOURCE: Field survey conducted January 1973.

Note: Only Single-Family dwellings evaluated.

¹ Sound - No visible defects, or only slight defects normally corrected during regular maintenance.

² Deteriorating - One or more defects which require more than "normal" maintenance, such as missing shingles, sagging porch, etc.

³ Dilapidated - Severe structural defects which render the dwelling uneconomically repairable. Does not provide safe and adequate shelter.

The causes of substandard housing are varied and complex. Age alone is unimportant as a contributing factor; this is evident when looking at the many fine old homes in Warrenton. Poverty and the coincidental inability to maintain a home properly is undoubtedly the major factor, and is one good reason for encouraging economic growth and higher paying jobs in the Warrenton area. But environmental factors which could have been avoided through good planning are also culprits. Many of the substandard houses are located in areas not conducive to a good residential environment, either too close to a major highway, a factory, or railroad tracks. One of the best examples is the row of shacks along Lumber Street where they are subjected to industrial, vehicular and railroad nuisances. These nuisances are commonly known as "incompatible mixed land uses." Other factors which contribute to substandard housing include small lots (high densities), unpaved roads, and lack of public facilities such as water, sewer, and garbage collection.

Incompatible land uses in close proximity to one another affect not only residential environments, but any other area where they are allowed to occur. When housing and industrial areas are allowed to coalesce, it is most often charged that the industrial use is "encroaching" on the residential area, when in fact, the opposite may be true. Provisions should be made in the land

development plan and zoning ordinance for every legitimate use of land. This should include "transitional" uses to separate otherwise incompatible uses. Examples of transitional uses are office or institutional buildings between retail and residential areas, and apartments between offices and single-family residential areas.

One of the best examples of incompatible land uses in Warrenton is the large number of warehouses in and around the central business district. Warehousing is a necessary urban function, but because of its characteristics (requires large land area, attracts heavy truck traffic, may present a high fire hazard, loading and unloading may block streets, etc.), it belongs outside of densely populated areas, preferably along rail sidings and/or major highways. These factors should be taken into consideration when revising the town's zoning ordinance.

Another problem which should be touched upon is a recent trend towards strip commercial development along U.S. Highway 158 towards Norlina. New commercial and service facilities are locating in a linear pattern along this roadway, unhindered by any land use regulations. If allowed to continue in the future, this type of development could create problems. Strip commercial development is undesirable for the following reasons: (1) dispersal

of retail stores is inconvenient to customers, 2) numerous curb cuts reduce traffic carrying capacity of roadways and increase traffic congestion, 3) shallow lot development makes expansion and provision of off-street parking and loading facilities difficult, 4) it encourages mixed land uses, and 5) entranceways to town become cluttered with signs and displays and degenerate into a "honky-tonk" atmosphere. These problems can be prevented by zoning blocks of land for commercial development so that it will be compact.

Future Land Requirements

Calculation of demand for future land uses types is somewhat of a subjective undertaking. What is derived empirically from the number of acres per person (from existing allocations), projected for the future expected population, must be tempered by the type of growth the community wants to encourage through public investments, water and sewer policies, etc. With these factors in mind, and with the knowledge that Warrenton wishes to pursue a balanced growth policy, Table 18 summarizes projected land needs in 1990 for the Warrenton planning area. These acreages are not broken down into "inside Warrenton" and "outside Warrenton" categories since those allocations will depend on yet-to-be-determined annexation policies. Locations where this new growth should occur to ensure economical and orderly development will be discussed in the next section of this report.

The following rationale are used to vary percentages of developed acres per 100 population (projected) in 1990 from the existing ratios.

- Residential: the ratio was increased from 14.5 to 16.0 percent to account for larger lot sizes in newer developments, and expectations are that this trend will continue.
- Trade: the ratio was increased from 1.1 to 1.5, assuming that local merchants (and perhaps some "outsiders") will expand retail outlets to recapture some of the retail dollars flowing to Vance County and other areas.
- Services: since so much of the existing "service" category includes large warehouses, expansion of other services should lower the ratio from 4.4 to 4.0; this would still provide enough land to relocate warehouses now in the CBD to more suitable areas outside of town.
- Cultural, Entertainment, Recreation: although substantial increases in this category can be expected, the ratio may drop slightly since the existing percentage is inflated with the large acreage of Warrenton Recreation Club.
- Manufacturing: Warrenton has just begun its industrialization program, and since continued industrial growth is expected and will be encouraged this ratio was increased significantly from 3.4 to 5.0.
- Transportation, Communication, and Utilities: no change is expected in this category since it is primarily street and high-way rights-of-way, and these percentages should not change appreciably.
- Resource Production and Extraction: negligible growth is expected in this category; the ratio has been decreased from 0.5 to 0.3.

TABLE 18

FUTURE LAND REQUIREMENTS, 1990 - WARRENTON PLANNING AREA

LAND USE CLASSIFICATION	Warrenton Planning Area (1973)		Warrenton Planning Area (1990)		Additional Acres Required (1973-90)
	Developed Acres	Developed Acres per 100 Pop.	Developed Acres *	Developed Acres per 100 Pop.	
Residential	359.5	14.5	790	16.0	430
Trade	26.3	1.1	74	1.5	47
Services	107.7	4.4	197	4.0	89
Cultural, Enter- tainment, Rec.	54.0	2.1	98	2.0	44
Manufacturing	85.8	3.4	247	5.0	161
Transportation, Com., & Util.	206.6	8.3	410	8.3	203
Resource Pro- duction and Extraction	13.5	0.5	14	0.3	1
Total Developed	853.4	34.5	1,832	37.0	979
Undeveloped and Vacant	3,782.0		2,802		

* Based on 1990 projected population of 4,940 for the Warrenton planning area.

COMMUNITY FACILITIES

An inventory and analysis of existing community facilities in Warrenton is a valuable part of the town's on-going planning program. It is with these community facilities that the town provides services needed by the public, and so the quality of these facilities is directly related to the level and quality of services provided. The inventory is important for another reason. Community facilities usually involve large capital expenditures of tax dollars, and therefore must be carefully planned to avoid costly mistakes. Information and recommendations embodied in this plan, coupled with a Capital Improvements Program* budget, can help the Town of Warrenton make the wisest use of scarce financial resources.

Administrative Services

Organization and Personnel

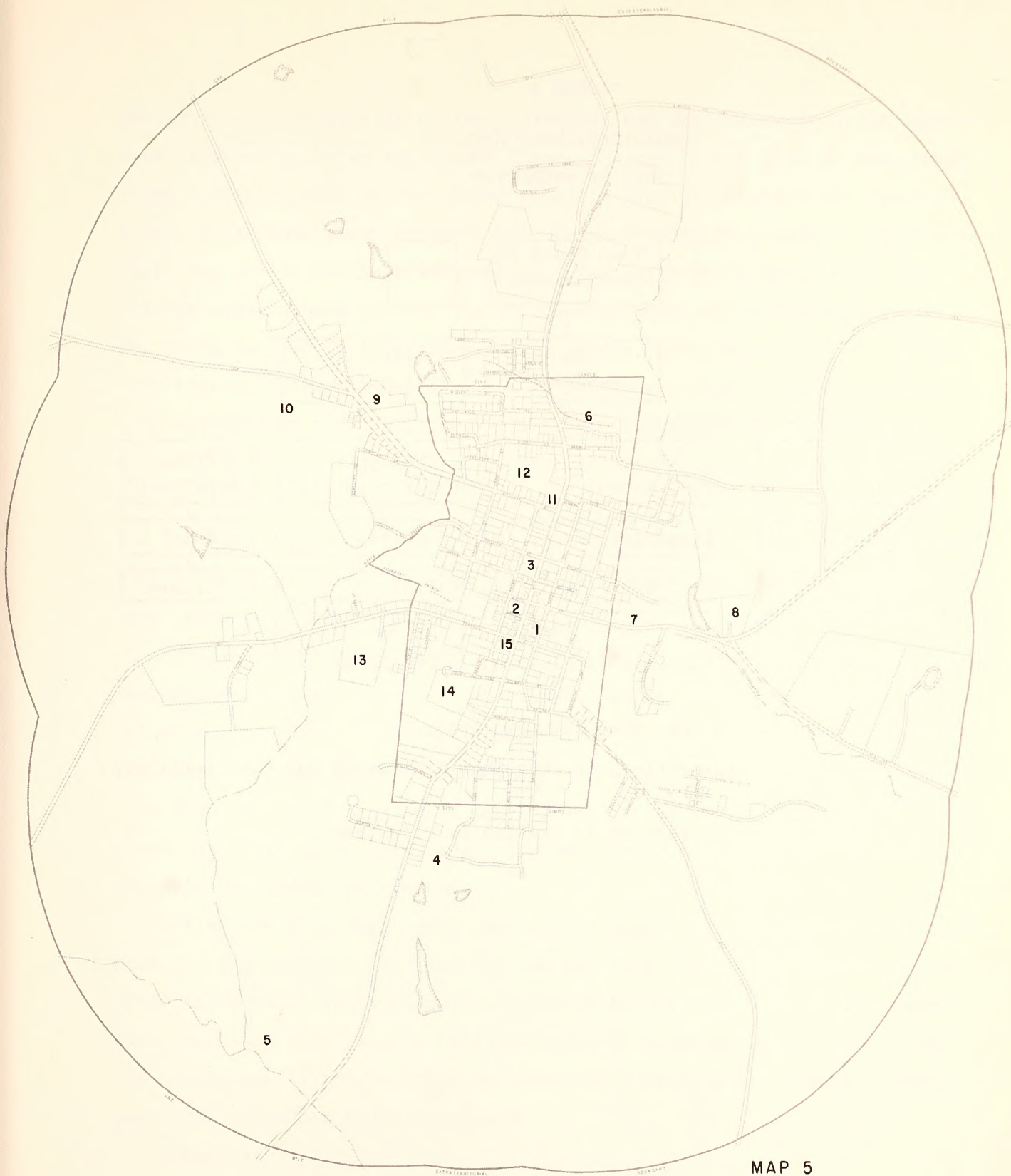
The Town of Warrenton has a council-manager form of government with an elected mayor. The Town Board of Commissioners consists of seven members (excluding the Mayor), and currently has eight standing committees including finance, streets, water, public relations (zoning and safety), railroad, fire, civil defense, and police. The town manager, in addition to other administrative duties, acts as town clerk, bookkeeper, tax collector, and secretary to the Board of Commissioners.

A total of twenty three full-time employees serve the town in clerical positions or one of four operating (line) departments. The chart on page 69 shows the organizational structure for Warrenton's town government, excluding appointed bodies such as the Planning Board. Numbers on the chart indicate full-time employees in that department.

Town Hall

The Warrenton Town Hall is located on the southwest corner of Bragg and Market Streets (see Map 5, "Location of Public and Community Buildings").

* A Capital Improvements Program is a priority schedule of public improvements to be made over a long period of time (usually 5 or 6 years), along with estimated costs and method of financing.



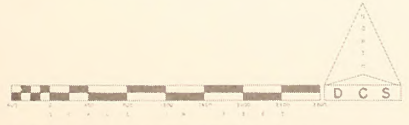
MAP 5

WARRENTON, N. C.

LOCATION OF PUBLIC AND COMMUNITY BUILDINGS

- | | |
|-------------------------|-------------------------------|
| 1 TOWN HALL | 8 NATIONAL GUARD ARMORY |
| 2 COURT HOUSE | 9 WARREN GENERAL HOSPITAL |
| 3 POST OFFICE | 10 COUNTY FAIR GROUNDS |
| 4 WATER TREATMENT PLANT | 11 JOHN GRAHAM HIGH SCHOOL |
| 5 WASTE TREATMENT PLANT | 12 HIGH SCHOOL ATHLETIC FIELD |
| 6 RAILROAD DEPOT | 13 HAWKINS JR. HIGH SCHOOL |
| 7 BUS STATION | 14 MIRIAM BOYD ELEM. SCHOOL |

15 COMMUNITY CENTER

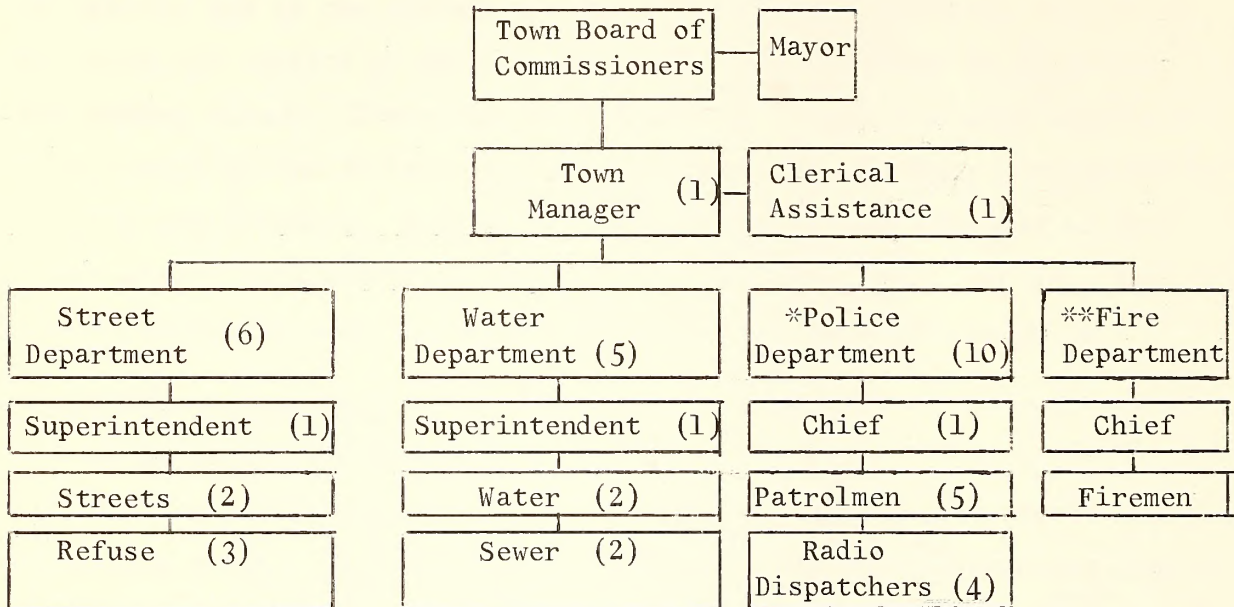


THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 101 OF THE HOUSING ACT OF 1937, AS AMENDED.

MAP DATE: AUGUST, 1952

NOTE: THIS IS NOT TO BE USED FOR TAX PURPOSES. LOT LINES ARE APPROXIMATE.

FIGURE 4
ORGANIZATIONAL CHART
TOWN OF WARRENTON



Note: Numbers refer to full-time town employees.

* In addition to regular police officers, the department has five auxiliary officers.

** The Warrenton fire department is staffed by volunteers.

The structure, consisting of three stories, has approximately 3,900 square feet of floor space on the ground floor. Figure 5 is a plan of the ground floor. Office space on the ground floor is limited to about 600 square feet. While this seems adequate for administrative functions, it is too small for public meetings and hearings, for which it is also used. The storage area is used by both the street department and water department for items such as traffic signs, water meters, chemicals, etc. It appears that storage space is adequate, but it could be better organized, perhaps with one section for the street department and another for the water department with each responsible for "housekeeping" in his own section. Dotted lines on the floor plan show the proposed expansion to the south for the fire department, which will more than double the garage space for fire trucks. It is anticipated that this addition will be completed by late summer, 1973.

The second floor of town hall is basically divided in half, with the rear (south) portion rented to the Masonic Lodge and the front half unused except for storage of Christmas decorations and broken parking meters. The unused portion of the second floor was once used for basketball practice since the ceiling extends two stories to the top of the building. It seems that this area could be put to some constructive use in the future, possibly for indoor recreation.

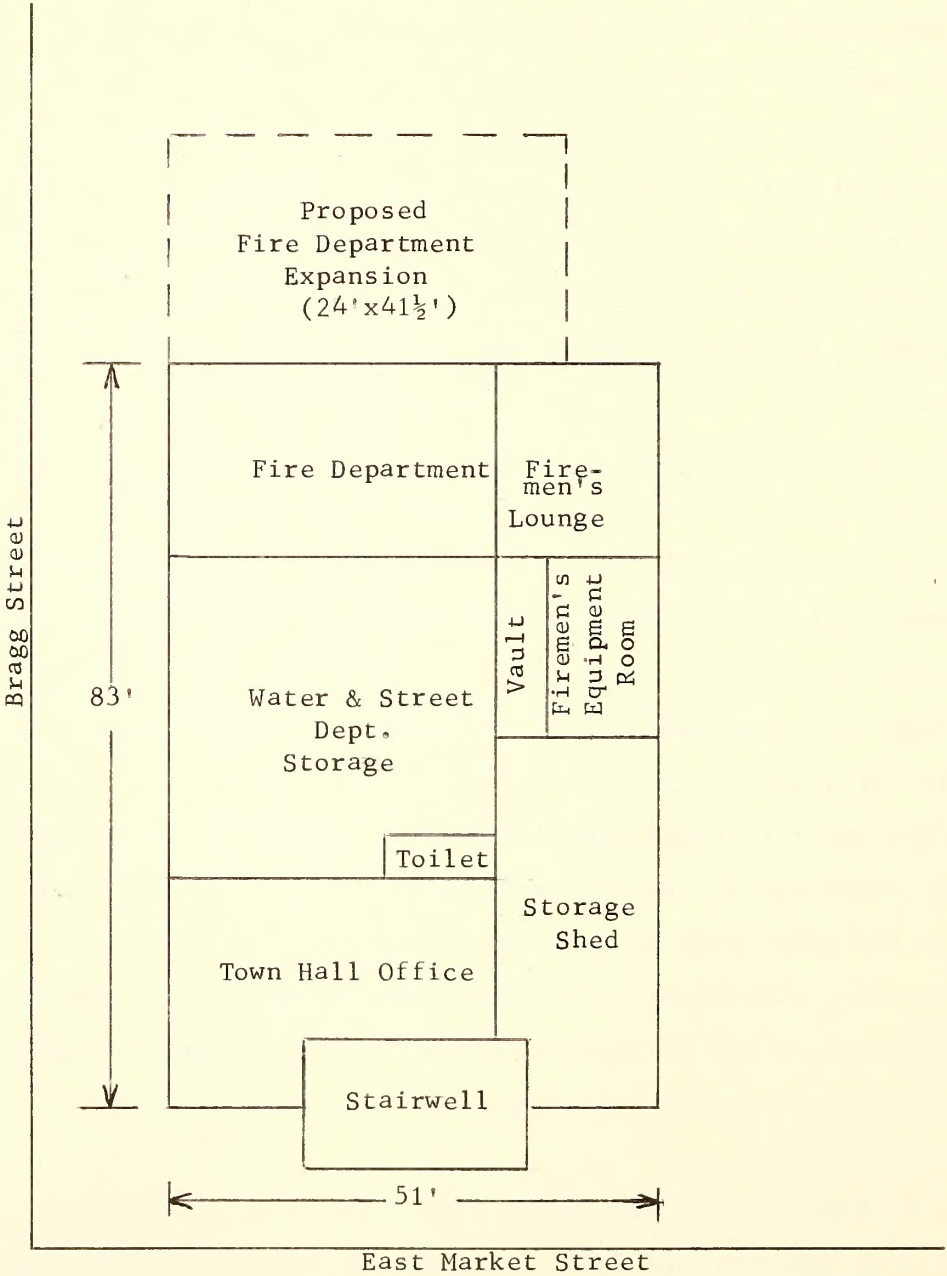
After the fire department addition is completed, there will be no more room for expansion of the town hall on the existing site. Lack of parking space is the most critical problem related to the town hall at the present time, however, additional office space may be required in the future and, due to the age of the existing building, long range plans should include some provisions for a new structure.

Finance

Warrenton's budget for fiscal year 1972-73 is \$192,000.00, up 43.5 percent from the previous year. Much of the increase was for salaries

FIGURE 5

WARRENTON TOWN HALL FLOOR PLAN
(Ground Floor)



(38.5 percent of the total increase), special police officers (17.6 percent of the total increase), and planning (7.7 percent of the total increase). Over the same time period, assessed valuation in Warrenton increased 4.5 percent from \$3,878,401 to \$4,054,539. Despite the hefty budget increase, the town was able to maintain a \$1.50 tax rate, the same rate as the three previous years. These figures are summarized in table 19. This was offset somewhat by higher water and sewer rates.

TABLE 19
BUDGET AND ASSESSED VALUATION, 1969-1973
TOWN OF WARRENTON

Fiscal Year	Assessed Valuation	Percent Increase	Budget	Percent Increase	Tax Rate*
1968-69			\$109,565.00	6.1	1.15
1969-70	\$2,872,626		116,314.00	6.8	1.50
1970-71	3,625,897	2.2	124,272.00	6.8	1.50
1971-72	3,878,401	7.0	133,723.00	7.6	1.50
1972-73	4,054,539	4.5	192,000.00	43.5	1.50

*Levied on 50 percent assessed valuation

Source: Town of Warrenton

Three bond issues for Warrenton are outstanding, two for water (\$160,000.00--1958 and \$50,000.00--1968), and one for sanitary sewer (\$110,000.00--1963). At the beginning of fiscal year 1972-73, \$157,000.00 of the principal amounts remained outstanding (\$70,000.00 of this amount is subject to statutory debt limitation, \$87,000.00 is not). Including interest, \$182,785.00 was outstanding at the beginning of the fiscal year.

Public Safety

Law Enforcement

The Warrenton police department has ten full-time personnel (Chief, 5 patrolmen, 4 radio dispatchers), and five auxiliary officers. Patrolmen

work on eight hour shifts, providing the town with 24 hour protection. All new officers attend a 160 hour basic course conducted in Oxford, North Carolina. Manpower is now adequate with one patrolman per 200 people in Warrenton.

Equipment consists of two patrol cars (1972 and 1973 models), voice and electronic video communication, and personal equipment such as handguns and handcuffs. The police department is housed in a small structure on Market Street, across from the Courthouse. While the location is good, there is no room for expansion. Expansion should be considered, and could be incorporated into a new town hall.

Coordination is maintained with the Warren County sheriff's department. Communications are shared between the two departments, and each is available to the other for mutual aid and assistance. There are no serious law enforcement problems in the community; most problems are related to traffic and misdemeanors.

Warrenton has recently received a grant from the Kerr-Tar Criminal Justice Planning Committee. A total of \$15,541 has been received which, in addition to the local share, will fund two full-time officers, two relief officers, one patrol car, training and equipment.

Fire Protection

Basic fire protection is provided to the town by the Warrenton fire department; protection outside the town limits is provided by the Warrenton Rural Fire Department. The two departments assist one another when requested.

Warrenton has no full-time fire fighting personnel; staffing is provided by twenty one volunteers, broken down as follows: one chief, two assistant chiefs, one captain, one lieutenant, and 16 firefighters. Weekly drills are held, and special training programs are conducted throughout the year.

The department's equipment is located in the rear of the town hall. Approximately 1250 square feet of floor area is available for fire department use: 600 square feet for the garage, 250 square feet for the equipment room, and 420 square feet for the lounge. A 996 square foot expansion

of the garage is planned for late summer, 1973. Major equipment includes two pumper trucks (a 1938 model with 500 gpm pump and 200 gallon booster tank capacity, and a 1964 model with 750 gpm pump capacity and 500 gallon booster tank capacity), a resuscitator and inhaler, and 10 fire extinguishers. The longest ladder is 36 feet. The fire department has no radio communications; twelve alarms are strategically located throughout the town, which relay alarms to the police communications center. An electric siren is used for alerting volunteers.

The Warrenton Rural Fire Department is an all-volunteer organization with headquarters and one company in Warrenton and six auxiliary companies in Arcola, Wise, Macon, Drewry, Inez, and Afton. The Warrenton company is housed in a two story brick structure on the southwest corner of Front and College Streets.

Thirty volunteers staff the Warrenton company. Equipment in Warrenton includes two pumper trucks (a 1963 John Bean, 750 gpm, and a 1973 John Bean, 750 gpm), one tank truck (1967 Ford, 1000 gallons) two 4-wheel drive vehicles w/tanks for woods fires, and a crash truck for accidents. All trucks are equipped with 2-way radios; the base station is in Warrenton.

A fire district was established in Warrenton in 1937. This district is bounded as follows: beginning at a point at the intersection of Church Street and a line 100 feet east of and parallel to Bragg Street, south to Plummer Street, west to Main Street, north to College Avenue, west to a line 100 feet west of and parallel to Front Street, north to Church Street, easterly along Church Street to point of beginning. Fire losses in Warrenton in 1970 totaled \$37,000. The Warrenton Rural Fire Department answers about 130 calls per year. Warrenton has a fire insurance rating of 8 on a scale of 1 (best) to 9A (worst). Areas outside the town limits are unrated (in essence, they are rated 10); therefore, residents outside the town limits pay maximum fire insurance rates.

From a review of criteria established by the North Carolina Fire

Insurance Rating Bureau*, it seems that the Warrenton Rural Fire Department could be rated if formal action were taken to establish a fire district. This should be pursued further, since it could save money for persons living within the district.

Warrenton faces several problems in regard to the fire protection it can provide with its municipal department. First, although the existing location in town hall is good in terms of accessibility to high value districts, the site has limitations for expansion in addition to that planned for this year. If Warrenton grows, expansion will be necessary. Next is the matter of equipment. The useful life of firefighting equipment is generally about 20 years, and one truck is already 35 years old; it should be replaced. Since there is no auxiliary power supply for the water treatment plant, power blackouts could severely hamper fire fighting capabilities. Then too, the many small diameter and dead end pipes cannot accommodate hydrants and, if these areas are annexed to the town, this could affect insurance ratings. Although assistance can be obtained from the Warrenton Rural Fire Department, the town's capabilities should be improved.

Rescue Squad

The Warren County Rescue Squad is a volunteer organization serving Warren and Halifax Counties. Four ambulances are operated by the squad in the two-county area. The squad has 31 members, 25 of them certified. An average of two calls per day are answered by the squad.

Warren County also financially supports a county-wide ambulance service through a private contractor. Although only one ambulance is now providing service, recent indications are that it may be expanded to two.

*N. C. Fire Insurance Rating Bureau, "Fire Defenses for Communities with Limited Water Supply," Revised June 1972.

Public Works

Water System

Operation and maintenance of Warrenton's water system (and sewerage system) is the responsibility of the Water Department, consisting of a Superintendent and four additional men. Two of the personnel are specially trained to operate the water treatment plant, although all four assist in general maintenance and operation of the waste water treatment plant.

Fishing Creek, with a minimum flow of 1.4 MGD* and a maximum of 36 MGD, is the source of Warrenton's water supply. In addition, two wells are connected to the system, each with a yield of about 40 gallons per minute, which can be used if necessary. The treatment plant, located at the southern end of King Street outside the town limits and constructed in 1958, has a capacity of 350,000 GPD*. Average daily consumption is about 225,000 GPD, or 64 percent of plant capacity; however, maximum daily use has run as high as 300,000 GPD, or 86 percent of plant capacity.

With a total of 762 water accounts, the average user (including residential, commercial, and industrial users) consumes about 295 gallons per day. Assuming that about 1500 people are served (impossible to determine exactly since accounts are not broken down by type), per capita consumption is approximately 150 gallons per day. Major users of water include all industries, except Peck Manufacturing which has its own system, and the Sunshine Laundry. Peck Manufacturing supplies its own water through a system of two wells and two elevated tanks (100,000 gallon and 15,000 gallon). The 15,000 gallon tank is interconnected with the town system, and could augment the town in an emergency by replacing the one-way valve.

Total storage of finished water is 550,000 gallons. Two elevated tanks are used - - a 300,000 gallon tank next to Cochran, and a 150,000

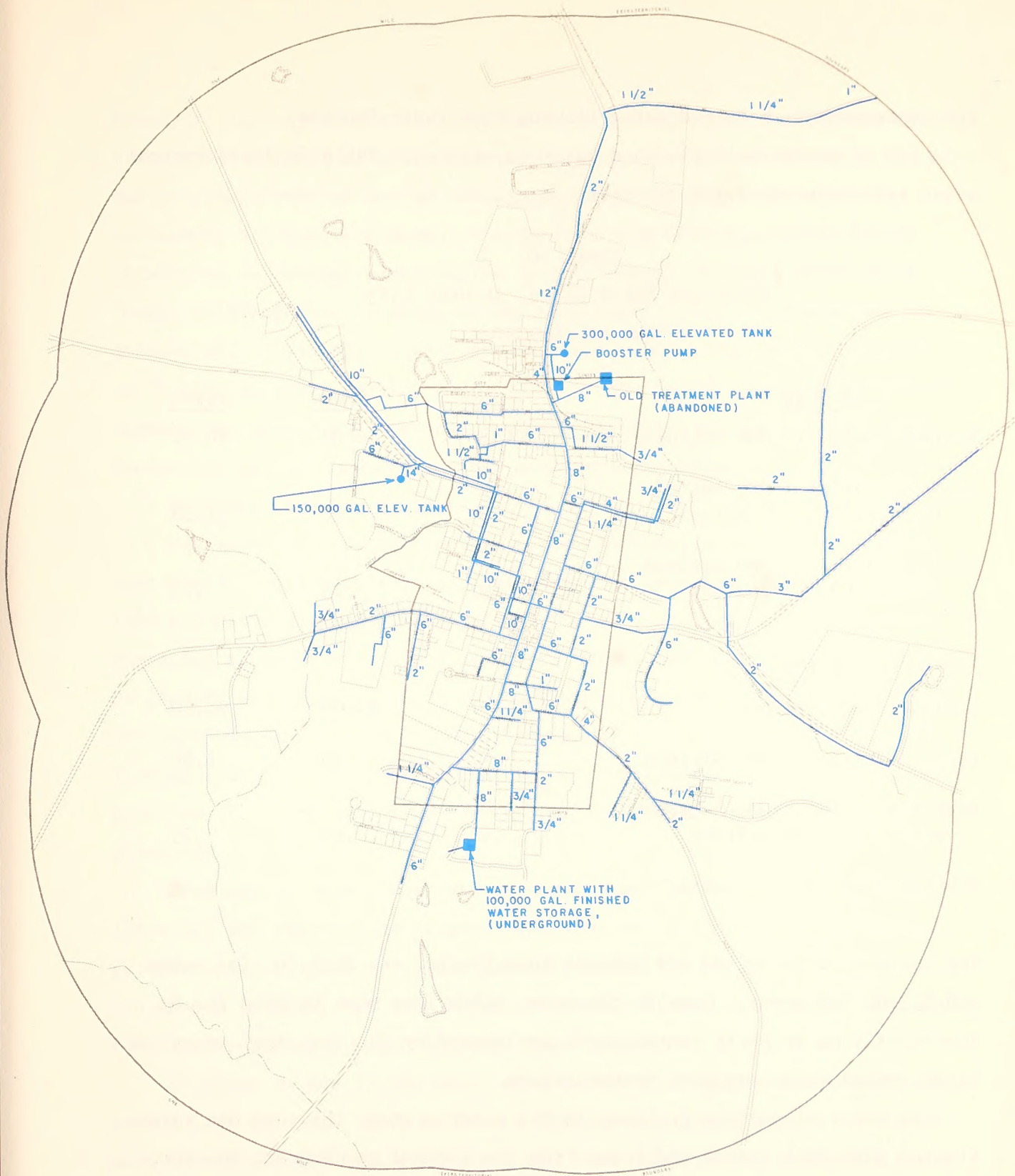
*MGD = Million Gallons per day

**GPD - Gallons per day

gallon tank south of Fairlane Drive. A 100,000 gallon underground tank is located at the water treatment plant, however this water must be pumped to an elevated tank to be "usable" since the underground tank is not high enough to provide pressure for the system. Even though 450,000 gallons elevated storage is provided, this amount is inadequate since the 300,000 gallon tank is to be maintained at 100 percent capacity for fire fighting purposes at the industrial complex north of town. Thus, usable elevated storage capacity is only 150,000 gallons, which is clearly inadequate to accommodate future growth.

Two additional problems relate back to the treatment plant itself. One problem is that the accelerator does not function properly, thereby overloading the polishing filters which then require excessive backwashing. A partial solution to this problem would be construction of a clear-water reservoir drawing from Fishing Creek when it is running clear, and thereby introducing less sediment into the treatment plant. The second problem is the lack of an auxiliary power source. Should a power failure occur, water supplies would be adequate for only about one-half day without depleting that needed for fire protection.

The distribution system serves the Town of Warrenton, as well as extensive areas outside the town. Two major problems can be seen when examining Map 6; these are small diameter lines in many locations which cannot be extended and which do not provide adequate flows for fire protection, and the many dead-end lines. Although most of the small diameter lines are outside the city limits, it should be realized that, with annexation, they may be inside at some future date. This may downgrade Warrenton's fire insurance rating since hydrants cannot be connected to them, and an adequate municipal water supply is one requirement for the town's current rating. The many dead-end lines also create problems. Without a looped system or blow-off valves at the end of these lines, sediment collects, and when pressure drops for one reason or another householders



MAP 6

WARRENTON, N. C.

WATER SYSTEM

6" EXISTING LINES



THE REVISIONS OF THIS MAP HAVE BEEN MADE IN ACCORDANCE WITH THE REVISIONS OF THE PLANNING BOARD FROM THE DEPARTMENT OF HIGHWAYS AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 104 OF THE PLANNING ACT OF 1954, AS AMENDED.

MAP DATE: AUGUST 1972
NOTE: THIS IS NOT TO BE USED FOR CONSTRUCTION, BUT LINES ARE APPROXIMATE.

are confronted with turbid water flowing from their faucets.

All of Warrenton's finished water is metered. Table 20 lists current water and sewer rates for the town.

TABLE 20
WATER AND SEWER RATES, JANUARY 1973
TOWN OF WARRENTON

<u>IN TOWN</u>	<u>WATER</u>	<u>SEWER</u>	<u>TOTAL</u>
Minimum Charge (3,000 Gallons)	\$4.00	\$2.00	\$6.00
Each Additional 1,000 Gallons Through 100,000 Gallons	1.00	.50	1.50
Each Additional 1,000 Gallons Beyond 100,000 Gallons	.50	.25	.75
<u>OUT OF TOWN</u>			
Minimum 3,000 Gallons	\$6.00	\$2.00	\$8.00
Each Additional 1,000 Gallons	1.50	.50	2.00
Each Additional 1,000 Gallons Beyond 100,000 Gallons	.50	.25	.75

Source: Town of Warrenton

Tap-on fees, both inside and outside town limits, are \$125.00 for water and \$75.00 for sewer. Outside the town, extensions must be paid for by the benefiting property owner; costs are shared by the town for oversized lines needed to accommodate future growth.

In hopes of solving problems in the water system, the town has investigated potential grants and loans from the federal government, however, with recent program cutbacks, this possibility is uncertain.

In 1969, a Comprehensive Water and Sewer Plan was prepared for Warren

County.* The report was designed to offer guidelines for efficient and orderly development of water and sewer systems for Warren County. One of the proposals offered was an interconnected water loop system between Warrenton, Norlina, and Macon, thereby creating the opportunity for an attractive industrial park complex in the triangle between these three towns. Although such a proposal may seem implausible, it should not be discounted. Certainly, such a system would require additional planning and financial participation on the part of the county, but with increased emphasis on county and regional systems, Warrenton should consider participating in; and promoting, such a cooperative venture.

Sanitary Sewerage System

Warrenton's sanitary sewerage system is shown on Map 7. The treatment plant, located on Fishing Creek south of town, was constructed in 1966 and has a design capacity of 350,000 GPD. Currently, the plant is operating at about 67 percent capacity. Since the plant was designed to be readily expandible to 1,000,000 GPD capacity, expansion should present few problems when needed. Industrial wastes are not pretreated before flowing into the municipal system, however this seems to create no special problems at the present time. The plant meets state environmental quality standards.

Problems do exist, however, in the collection system. Several old lines are not functioning properly and need to be replaced; one estimate is that up to 25 percent of the laterals should be replaced. Tree roots are also a problem, but this should be solved in the near future since the town is purchasing a power operated sewer rodder.

As shown on Map 7, the waste water collection system has gravity flows to the west and east, with effluents flowing east being pumped via force main to the western gravity system, and from there to the treatment plant.

* "Comprehensive Water and Sewer Plan for Warren County, N. C.", prepared by William F. Freeman Associates and Russell and Axon Associates, High Point, N. C., 1969.

The lift station serving east Warrenton is located adjacent to N.C. Highway 58, approximately 1500 feet south of its intersection with U.S. Highway 158. Waste collected here is pumped through a 6 inch forced main 3,300 feet where it discharges into the gravity system at Arrington and Halifax Streets. This pump is capable of handling 100 gallons per minute against a total head of 135 feet. A pump this size is capable of serving about 160 residences. It is now serving about 100 residences, plus several commercial users. Concern has been expressed by one engineering consultant that the lift station may be approaching its capacity, and an elapsed time indicator was purchased by the town to measure flows, however it has not yet been connected. This should be done to determine if future growth can occur in that area without causing pollution problems.

Policies for sewer extensions are similar to those for water. Hook-ups to existing lines are required within the town limits. Customers requesting service must connect to both water and sewer systems.

A county-wide sewerage system was also discussed in the "Comprehensive Water and Sewer Plan for Warren County." That study noted that requirements for sewage treatment follow closely the pattern of water requirements. However, because of the terrain in Warren County, a county-wide sewerage disposal system would still require a number of small treatment plants. Expansion of a system outside the urban areas would naturally involve county government to a great extent. Extension of the collection system would be a function of county government which could then contract with Warrenton and other towns to treat the sewage.

Surface Water Drainage

Serious flooding, causing extensive property damage, is not common in Warrenton. A large rainstorm in October 1972 dumped a record 8.18 inches of rain in a 24 hour period at the weather station near Arcola, but little damage resulted. Heavy rains were also experienced in mid-January, 1973, and although some streams such as Horse Branch overflowed their banks,



MAP 7

WARRENTON, N. C.

SEWERAGE SYSTEM

10" EXISTING LINES

NOTE:

ALL LINES ARE 8" EXCEPT WHERE SHOWN OTHERWISE.



THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1937, AS AMENDED.
 MAP DATE: AUGUST, 1952
 NOTE: THIS IS NOT TO BE USED FOR THE PURPOSES: LOT LINES ARE APPROXIMATE

damage was slight other than to crops in rural areas. One problem area, however, is around the intersection of Macon Street (Highway 158) and Hall Street where the drainage ditch along the highway is overgrown and cannot accommodate heavy rains. Since it is in the right-of-way of a state maintained road, the state has agreed to correct the problem.

Drainage within the town is controlled with a system of underground and surface drains maintained by the street department. Map 8 shows the location of underground drains (some of which are 12" diameter, but most are 18"), catch basins, and open ditches. The town has no formal policy for construction of drains in newly developed areas, but this will be accomplished through subdivision regulations next year.

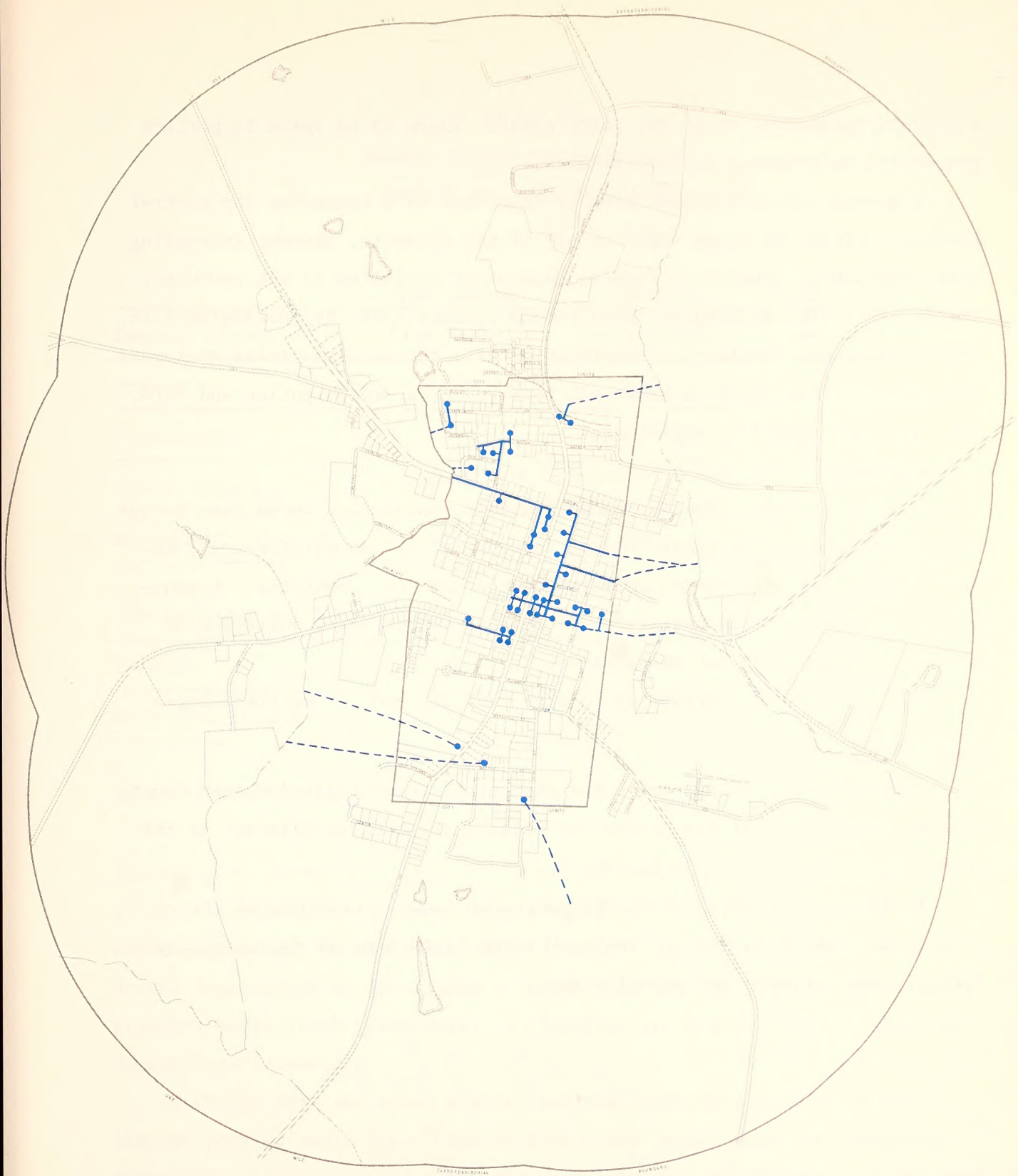
Solid Waste

Solid waste management involves two basic steps: collection and disposal. Warrenton's collection function is handled by the street department. Three men and a Garwood Load Packer provide collection service six days per week -- twice weekly for residences, and more often for commercial customers. Areas served include the town proper, plus the shirt factory and hospital outside town for a monthly fee. Garbage and trash is picked up in backs of residences.

The town is currently using an open dump $1\frac{1}{2}$ miles to the southeast for disposal. Plagued with smoke from open burning, rodents and insects, the dump has been ordered closed by the State Board of Health. Warren County has entered into a lease agreement with option to purchase a landfill site which is expected to be in operation by July 1, 1973. This landfill will be used by the Town of Warrenton.

Garage and Maintenance Shop

Warrenton currently has seven vehicles, excluding police and fire, in its inventory. These vehicles are three (3) pickup trucks, one (1) garbage truck, one (1) two-ton dump, one (1) flat-bed dump, and one (1) backhoe. Only the backhoe is provided with sheltered parking in the town hall garage. Other vehicles are parked either on the street, in back of

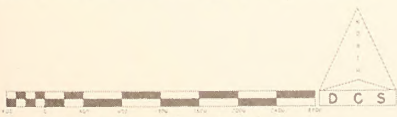


MAP 8

WARRENTON, N. C.

STORM DRAINAGE

- CATCH BASINS
- HEAVY DRAINS UNDERGROUND
- - - DITCHES OR STREAMS



THE INFORMATION ON THIS MAP WAS OBTAINED FROM THE DIVISION OF URBAN PLANNING, DEPT. OF THE CITY OF WARRENTON, N.C., AND IS SUBJECT TO THE PROVISIONS OF SECTION 101 OF THE HOUSING ACT OF 1937, AS AMENDED.

MAP DATE: AUGUST 1972
NOTE: THIS IS NOT TO BE USED FOR ANY PURPOSES, BUT LINES ARE APPROXIMATE.

a private warehouse, or at the water plant. There is no space to perform preventive maintenance on the vehicles.

A garage and maintenance area is important to a community for several reasons: first, it keeps vehicles out of the elements, thereby increasing life expectancy; second, it reduces chances of vandalism to the vehicles; third, preventive maintenance will reduce vehicle costs by prolonging life. Warrenton is now considering construction of a three-sided roofed enclosure near the railroad depot to house all town vehicles except police and fire. This proposal should be implemented.

Cemetery

The town supports the Warrenton Cemetery, located at North Main Street and Airport Road, with annual budget appropriations for maintenance. Responsibility for maintenance is assumed by a cemetery committee. A ten dollar burial permit is required, and of that amount eight dollars also goes to the committee for maintenance.

A large private cemetery is located west of town off Fairlane Drive.

Public Schools

Public schools in Warrenton are part of the consolidated Warren County system. County school administrative offices are located adjacent to the hospital, west of town on U.S. 158.

Three public schools serve the Warrenton area. Locations of these schools were shown on Map 5. Table 21 below lists some of the characteristics of these schools and school sites.

TABLE 21
WARREN COUNTY PUBLIC SCHOOLS
SERVING THE WARRENTON AREA

	JOHN GRAHAM	HAWKINS	MARIAM BOYD
Type of School	High School	Junior High	Elementary
Grades	10-12	7-9	1-6
Classrooms	37	31	25
Design Capacity	All three schools are using mobile units and are overcrowded.		
Enrollment: 1972-73	523	668	660
Enrollment Projections: 1973-74	615	638	671
1974-75	666	571	680
Site size in acres	6	13.5	10

Source: Warren County Public Schools

According to school officials, there are no immediate plans for expansion of these facilities. However, long range plans call for a centrally located high school to serve the entire county. When this occurs, the John Graham high school would be made a junior high and the Hawkins school would probably serve sixth grade only. A kindergarten program would be added at Mariam Boyd elementary.

Problems with the above schools include inadequate site sizes and limited parking facilities. School site sizes should meet the following standards: elementary, 10 acres plus one acre per 100 students; junior high, 20 acres plus one acre per 100 students; senior high, 30 acres plus one acre per 100 students. Based on these criteria and current enrollments, Graham

should be on a 35 acre site, Hawkins junior high on a 26 acre site, and Boyd elementary on a 16 acre site.

Recreation facilities are available at all three schools. John Graham and Hawkins schools have gymnasiums, and all three have playgrounds. The playgrounds are available for use during non-school hours, however, there are no organized programs and they are not supervised. The John Graham athletic field had been used for senior division Little League, but that was moved to Norlina in 1972. Gymnasiums are not normally available for use during non-school hours, but organized groups can request their use through the school superintendent's office.

Recreation

Public recreation facilities and programs in Warrenton are very limited. The only public supported facility is the Warren County Community Center located on the south side of Franklin Street between Main and Front Streets. This center is partially funded by the county, although most support comes from black churches in Warrenton. Two Neighborhood Youth Corps workers assist in the center on a part-time basis, as well as a part-time librarian. Program direction is provided by a 15 member Board of Directors. Activities conducted at the center include dances, cooking classes, sewing classes, programs for the elderly, library, and county homemaker instruction. It is also available for activities such as wedding receptions on a fee basis.

Little League is the only organized outdoor recreation program in the Warrenton area. The program, which has been sponsored by the Jaycees, involves about 200 boys county-wide. A PACE* worker is going to run the 12 week program this summer, with matching funds being provided by the county.

The closest regional recreation facilities are Lake Gaston (12 miles) which has a public boat ramp, and Kerr Lake (15 miles) which provides swimming, boating, camping, and picnicing facilities.

*Projects to Advance Creativity in Education

Private recreation facilities include the Warrenton Golf Club (9-hole golf, swimming pool, tennis), and the Warrenton Recreation Club (swimming, tennis, putt-putt golf).

Need for additional recreation facilities in Warrenton is apparent. Except for the privileged few who are able to use private facilities, programs are inadequate in terms of planning, funding and manpower. Facilities already exist in the form of playgrounds and school gymnasiums; the only thing needed is a balanced program to make use of these facilities during non-school hours. This could be a cooperative venture between the Town of Warrenton, Warren County, and the Warren County School Board.

Library

Warrenton residents have two libraries to meet their reading and research needs -- the Warren County Memorial Library, and the Community Center Library.

The Warren County Memorial Library is located in a brick building adjacent to the courthouse. Incorporated in 1930, the library is supported financially by Warrenton and Warren County, however, it is not a county or town library, per se. Administration is provided by a Board of Directors, with staff support from one full-time librarian and three part-time assistants. The library currently has about 29,000 volumes in its collection, with circulation of about 100 volumes per day. Hours are 10:00 a.m. to 5:00 p.m., Monday through Friday, and 10:00 a.m. until noon on Saturday, a total of 37 hours per week. This library receives many memorial books from previous Warren County residents, and adds 400 to 500 volumes per year to its collection.

The Community Center library is supported partly by the county and in part by donations. About 16,000 volumes are in its collection, with circulation averaging 120 books per week. Hours are from 2-5:00 p.m., Monday through Friday, and on Saturday from 10:00 a.m. until 4:00 p.m. Staffing is provided by one part-time librarian.

Based on commonly accepted library standards, Warrenton's population is adequately served by existing facilities. One thing which might be explored is the possibility of evening hours one or two days per week to provide working adults with greater opportunity for library use.

Utilities

The Warrenton area is provided with electric power by Carolina Power and Light, and with telephone service by Carolina Telephone and Telegraph. Both services are deemed adequate for present and potential future users in Warren County and the Warrenton area.

Natural gas is planned for Warren County in the future, but timing of construction is very uncertain.

Health Care Facilities

Health care services in Warrenton are provided by private physicians and dentists, and by the Warren General Hospital.

Warren General Hospital is a 35 bed county supported institution. It is located west of Warrenton (see Map 5) on a site shared by Board of Education administrative offices and a social services building. Staffing is provided by three full-time (2 radiologists and one surgeon) and three part-time (G.P.) physicians, and 53 full-time employees including a hospital administrator. Hospital use varies considerably, but occupancy is seldom higher than 85 percent capacity.

Several problems are now confronting Warren General Hospital, the most serious of which concerns certification for care of Medicare and Medicaid patients. The North Carolina State Board of Health's Medicare-Medicaid Standards Section recommended in November 1972 discontinuance of Warren General as a Medicare-Medicaid provider because of certain deficiencies. Problems noted included poor medical records utilization, and physical plant deficiencies such as a leaking roof and lack of fire doors and sprinkler system. Most of these deficiencies have already been corrected, and the remainder should be in compliance in two or three months. It was pointed out

to the county commissioners that without Medicare-Medicaid payments, the hospital could not function.

Inadequate parking is another problem facing the hospital, but this too is being corrected with construction of additional spaces. This should lessen parking violations which had at times hampered emergency vehicle access to the emergency room. New "no parking" signs have also been erected.

Transportation

Streets and Highways

There are approximately 25.6 miles of streets within the Warrenton planning area. Of this total, 9.24 miles or 34.5 percent are within Warrenton's town limits. State maintained streets comprise 72.5 of the total mileage, but within the town limits, state maintained streets comprise only 42.8 percent of Warrenton's total mileage. Table 22 lists street mileage by maintenance category.

TABLE 22

STREETS AND HIGHWAYS BY MAINTENANCE CATEGORY, 1973

TOWN OF WARRENTON AND PLANNING AREA

	<u>Miles</u>
Inside Warrenton Town Limits	
Town Maintained	5.28
State Maintained	<u>3.96</u>
	9.24
Planning Area Outside Town Limits	
State Maintained	14.2
*Other	<u>2.2</u>
	16.4
Total Planning Area	
Town Maintained	5.28
State Maintained	18.16
*Other	<u>2.2</u>
	25.64

Source: Powell Bill allocation figures, and DCS staff

*"Other" includes non-government maintained roads serving two or more residences and/or businesses

State maintained streets and highways are shown on Map 9.

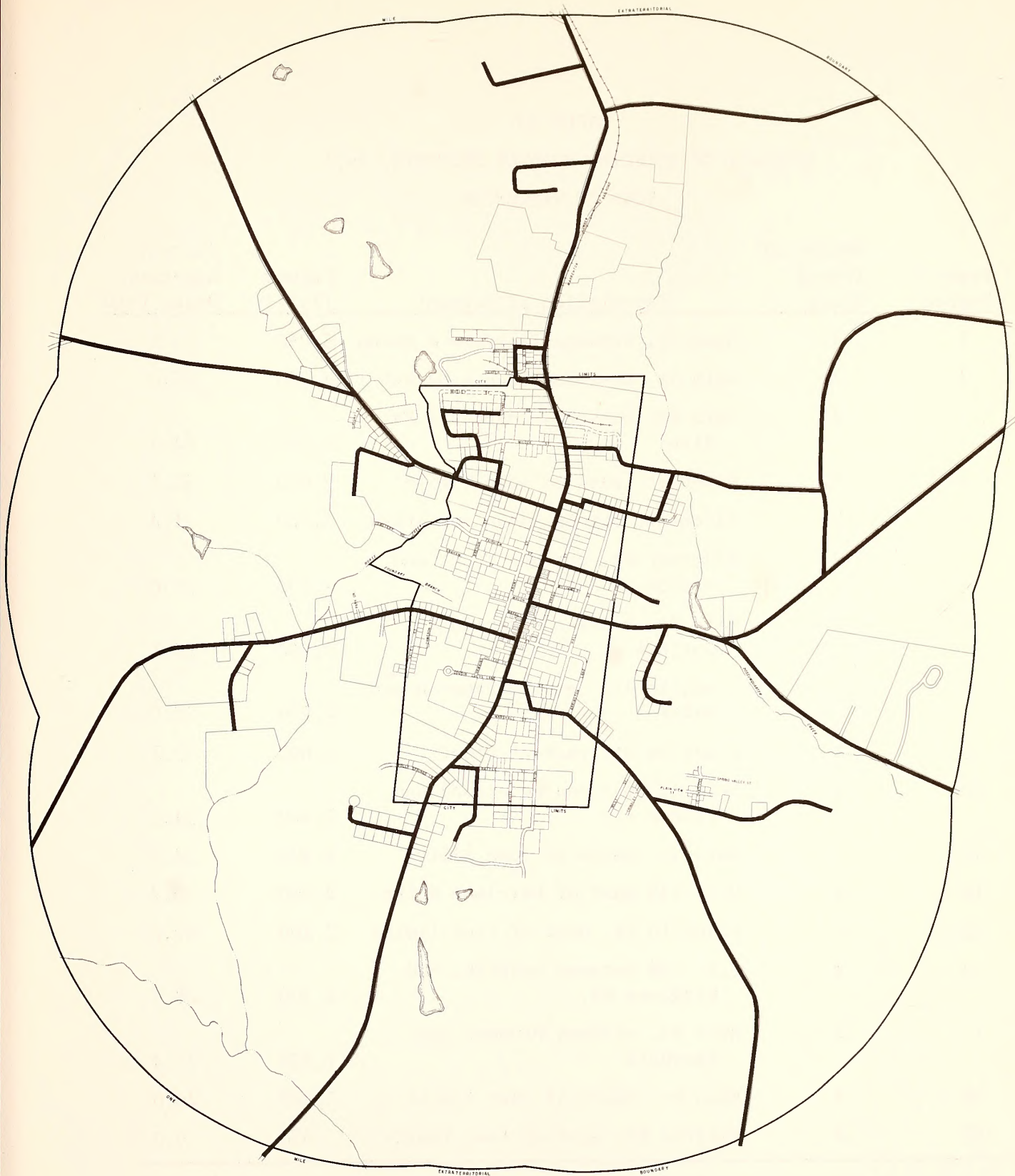
Warrenton uses Powell Bill* funds to maintain its street system. Powell Bill allocations to Warrenton totaled \$13,018.37 for fiscal year 1971-72. In addition to maintaining the streets themselves, Warrenton has two town-owned signals at the intersections of Franklin and Bragg Streets and Fairview and Front Streets. Maintenance activities are the responsibility of the Street Department, which consists of a superintendent and two general laborers.

Most of Warrenton's streets are paved; with only 3.7 percent of its streets unpaved (0.34 miles), Warrenton is in considerably better shape than other municipalities that size. Outside the town limits, there are 3.54 miles of unpaved streets, most of which are state maintained. Map 10 shows the location of unpaved streets in the planning area.

Traffic volume data are available only for state maintained streets. Volumes in and around Warrenton range from a low of 130 VPD (vehicles per day) on Church Street at the eastern town limits, to a high of 5050 VPD on Main Street between Fairview and Macon. Traffic volumes for the Warrenton area are shown on Map 11.

Determination of when a roadway link has reached its practical vehicle carrying capacity is somewhat difficult to achieve, simply because so many variables must be considered. Not only must the absolute 24 hour volumes be considered, but also speed limits, signalization, peak volumes, land uses, curb cuts, and other factors. Table 23 lists roadway links in Warrenton in descending order of percent roadway capacity now being used. It should be noted that certain assumptions were made in determining the percentages, and these assumptions may not hold true in every case, particularly in congested areas like downtown Warrenton.

*Powell Bill funds for cities and towns are derived from the state gasoline tax, and are allocated on the basis of population and street mileage.

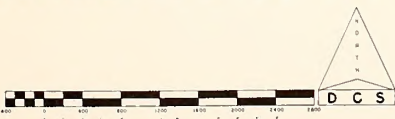


MAP 9

WARRENTON, N.C.

STREET SYSTEM

— STATE MAINTAINED STREETS



THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED

MAP DATE AUGUST 1972
NOTE: THIS IS NOT TO BE USED FOR TAX PURPOSES. LOT LINES ARE APPROXIMATE

TABLE 23
ADEQUACY OF SELECTED ROADWAY SEGMENTS, 1971
TOWN OF WARRENTON

Segment Number	Number of Travel Lanes	Description of Segment	Volume (1971)	Percent Capacity Being Used
1	2	Main St. between Fairview & Macon	5,050	72.1
2	2	Main St. between Macon & Market	4,550	65.0
3	2	Main St. between Ridgeway & Fair- view	4,500	64.3
4	2	Macon St. east of town limits	3,650	52.1
5	2	Macon St. between Main and Bragg	3,600	51.4
6	2	Ridgeway St. between Front and Brehon	3,500	50.0
7	2	Main St. between Franklin and College	2,950	42.1
8	2	Franklin St. between Dameron and Haley	2,700	38.6
9	2	Franklin St. east of Front	2,600	37.1
10	2	Main St. between Hazelwood and Wilcox	2,400	34.3
11	2	Main St. north of town limits	2,400	34.3
12	4	U.S. 158 east of Fairlane Drive	4,600	30.7
13	2	Franklin St. west of town limits	2,100	30.0
14	4	U.S. 158 between hospital and Ridgeway Rd.	4,300	28.7
15	2	Main St. between Plummer and Marshall	1,850	26.4
16	2	Main St. south of town limits	1,400	20.0
17	2	Halifax St. east of town limits	650	9.3

Source: Traffic volumes from State Highway Commission

Notes: (1) Segment number refers to capacity rank order of state maintained roads in Warrenton and immediate vicinity.



MAP 10

WARRENTON, N. C.

STREET CONDITIONS

— UNPAVED STREETS



THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN OPEN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 101 OF THE HOUSING ACT OF 1954, AS AMENDED.

MAP DATE: AUGUST 1970
NOTE: THIS IS NOT TO BE USED FOR TAX PURPOSES, LOT LINES ARE SEPARATE

- (2) Practical capacity per travel lane varies with speed limits, adjacent land uses, signals, etc. For example, capacity of a two-lane roadway can vary from 5,700 to 8,200 vehicles per day, depending on these and other variables. For simplicity, the following figures were used as practical capacities when determining percent capacity now being used:

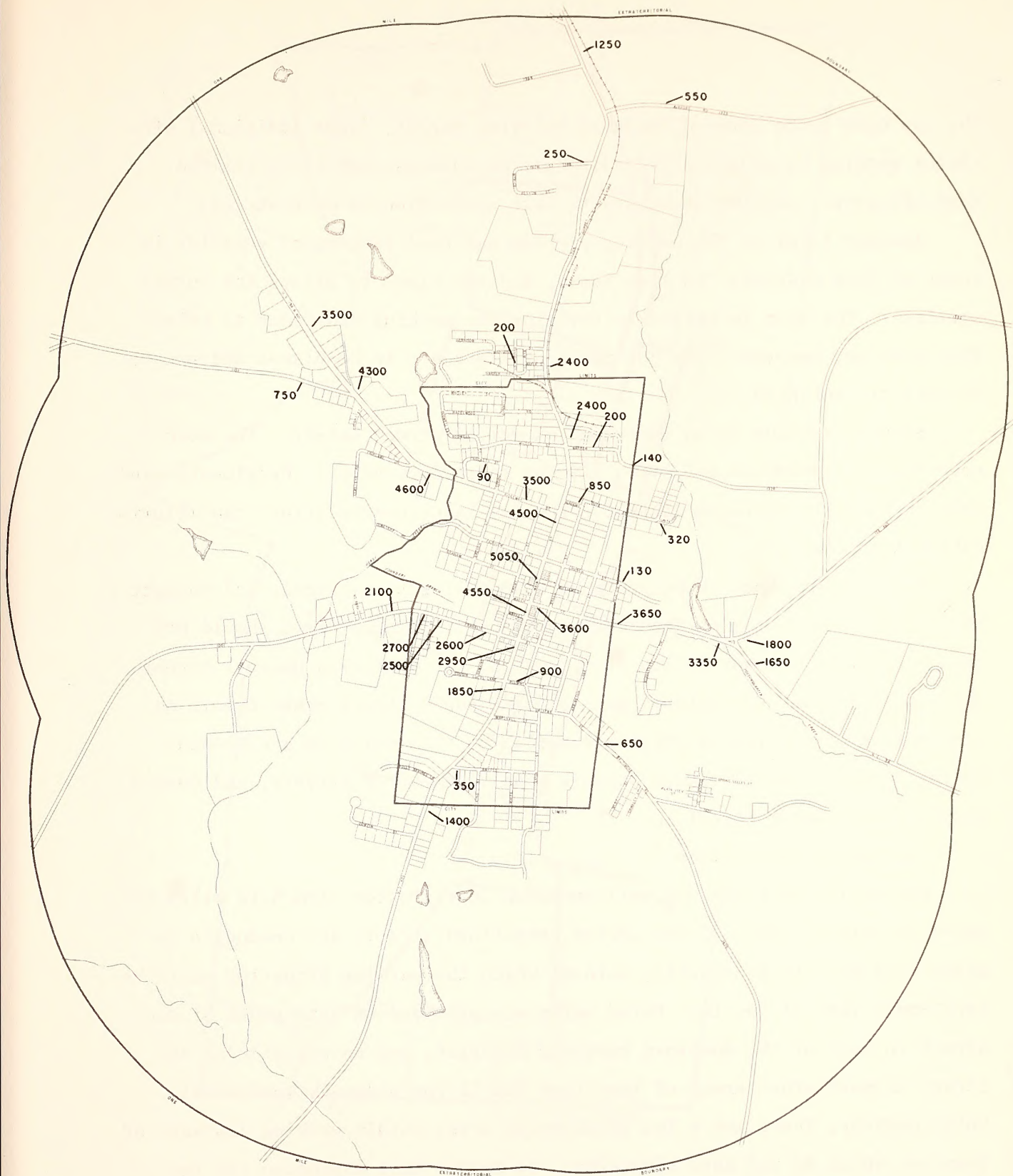
two lanes - - 7,000 vehicles per day

four lanes - - 15,000 vehicles per day

Note that the most congested areas, in terms of capacity being used, are on Main Street between Ridgeway and Market Streets. The situation may very well be worse than shown in Table 23 since high intensity land uses in a central business district area tend to decrease practical capacity, particularly where on-street parking is permitted. Thus, Main Street may already be carrying traffic volumes in excess of its practical capacity. Obviously, the lack of some type of bypass around Warrenton is a real weakness in its street system. The problem is particularly vexing since traffic on Main Street includes heavy logging trucks and other vehicles with destinations other than downtown Warrenton. This includes Highway Commission heavy equipment which must go through Warrenton from their garage west of town to go towards Macon.

The worst intersection (according to the District Engineer) is also in the downtown area, at Main and Macon Streets. This intersection is a problem because of the hill and poor sight distance to the right and left approaching Main Street from U.S. 158 east.

Parking is another transportation problem in Warrenton due to general unavailability of parking and to problems it creates where it is permitted. Approximately 100 on-street metered parking spaces are available in the downtown business district. Public off-street parking is limited to a 100' x 120' lot at the southeast corner of Fairview and Front Streets, which is leased by the town. Theoretically a lot this size could accommodate about thirty-five automobiles in designated spaces, however, since the lot is unpaved and unmarked, the practical capacity is much lower. Purchase and paving of this lot could be considered as a joint venture between the town and



MAP II

WARRENTON, N. C.

AVERAGE DAILY
TRAFFIC COUNTS

1971



THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT. UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

MAP DATE: AUGUST, 1972
NOTE: THIS IS NOT TO BE USED FOR TRAFFIC COUNTS. LOT LINES ARE APPROXIMATE.

the new bank to be located north of Fairview Street. Some additional off-street parking is provided by individual businesses, but it is limited. More off-street parking is needed to ease congestion on Main Street.

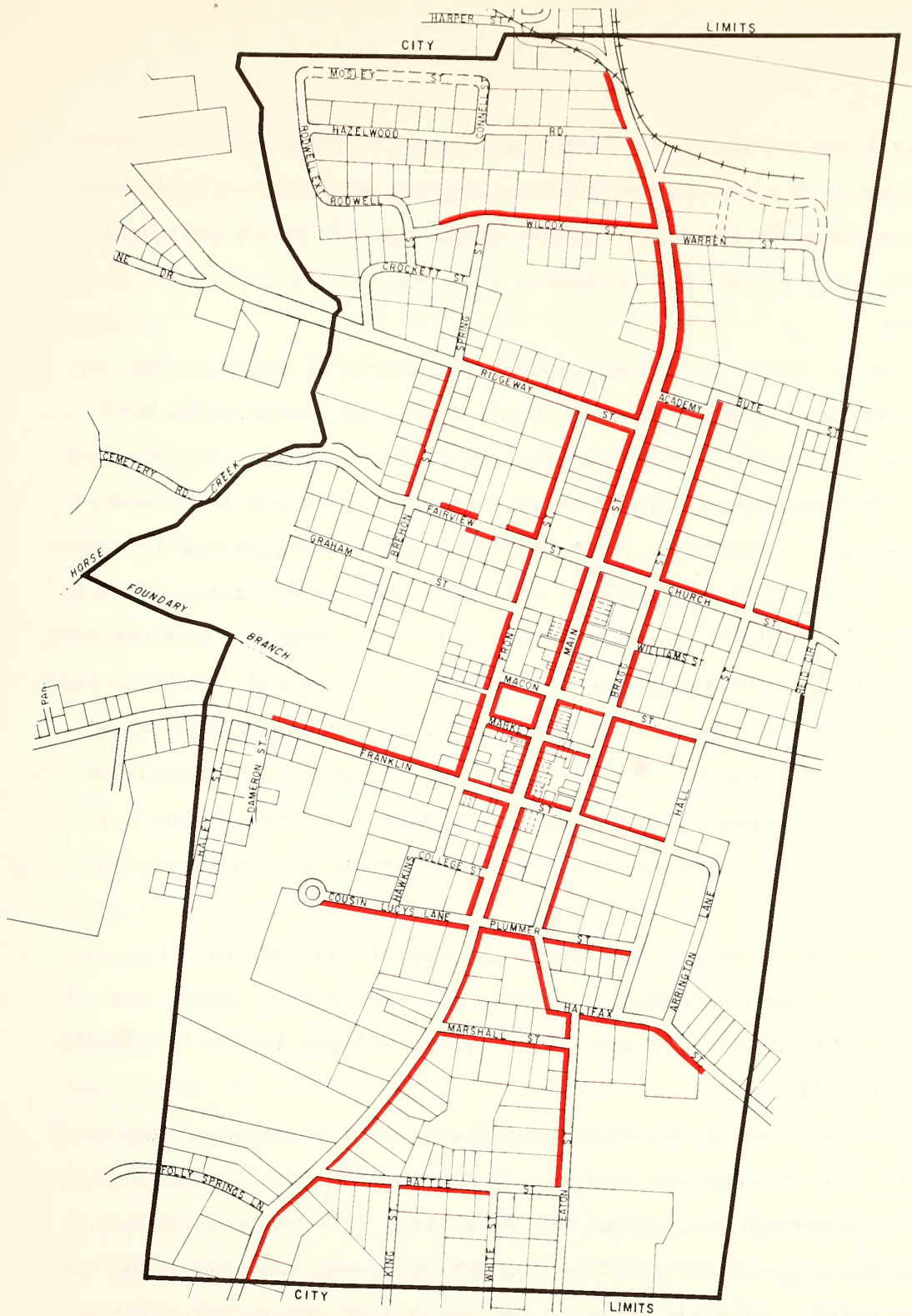
Another facet of the parking problem has been parking of vehicles in front of fire hydrants, in fire lanes, and too close to alleys and intersections. The town is currently revising its parking ordinance to solve this problem, however. New "no parking" signs are to be placed and are to be strictly enforced.

Street lighting is an important aspect of street safety. The town recently has converted all street lights to mercury vapor. Previously used only in the main business district, the new lamps nearly triple the illumination from each pole.

Some street names in Warrenton are confusing to visitors, and thought should be given to making them more consistent. Street names should not change with every crook in the road, such as the case with Rodwell Street and Rodwell Street Extension. And neither should street names change on either side of a dividing street; examples of this practice are Brehon-Spring Streets, Wilcox-Warren Streets, Fairview-Church Streets, and Cousin Lucy's Lane-Plummer Street.

Pedestrian Circulation

Pedestrian walkways are well provided in Warrenton with 5.12 miles of paved sidewalks. Many of the pretty tree-lined streets are conducive to attracting pedestrian traffic, without which the parking situation would be even worse than it now is. Paved walks are provided on both sides of the street in most of the downtown business district, and on one side of the street in most other areas of town (see Map 12 for sidewalk locations). Unfortunately, there are a few residential areas within walking distance of downtown which do not have sidewalks. It may be less expensive for the town to share in the cost of sidewalks for these areas than to provide additional off-street parking for people otherwise more inclined to drive than walk.



WARRENTON, N. C.

MAP 12

SIDEWALKS

0 800 1600



PAVED SIDEWALKS

In some areas sidewalks are breaking up due to pressures from roots of street trees. The town has discussed placement of bricks around these trees to decrease sidewalk damage. This suggestion has merit and should be pursued.

Railroad

Warrenton is unique in owning controlling shares of stock in its own railroad. (The town owns 75 percent of the stock, 45 stockholders hold the remaining 25 percent). The Warrenton Railroad, organized in 1876, is a vital link between Warrenton's growing industrial base and the rapidly urbanizing eastern megalopolis. With three miles of mainline and $1\frac{1}{2}$ miles of sidings, the railroad runs between Warrenton and Warren Plains where it connects with the Seaboard Coast Line Railroad. Workhorses of the railroad are two General Electric diesel locomotives, acquired as U.S. Naval surplus. The Warrenton line does not own any rolling stock, but uses other lines' cars on a per diem charge basis. Structures at the railroad terminal in Warrenton include a depot, engine house, warehouse with two tobacco prize-eries, and a fertilizer storage shed. Two men operate the railroad, an engineer and brakeman.

Largest of the railroad's customers is General Box Company. Other users include Peck Manufacturing, Cochrane, FCX, and Warren Cotton and Fertilizer. Volume of freight in calendar year 1971 was 12,799 tons, with revenues of \$17,633.

Major problems facing the railroad include track maintenance and generating sufficient revenues to meet operating costs while upgrading equipment. Some preliminary discussions for increasing revenues have centered on getting a passenger excursion line for the railroad, somewhat along the line of "Tweetsie". This may prove to be feasible if enough Lake Gaston-Kerr Lake visitors can be enticed to patronize such a venture. It should be incorporated with another attraction, though, such as a restaurant - gift shop inside the depot. However, sight should not be lost of the fact

that it is a working railroad, and that it is vitally important to future industrial development in Warrenton. Alternatives such as purchase of outstanding shares by the town or merger with a major railroad should be explored as a means of providing needed service for future industrial growth.

Bus and Taxi

Carolina Coach Company serves Warrenton with five scheduled stops daily. Warrenton is a pickup point for the following daily runs: Norfolk (Va.)-Charlotte, Norfolk-Knoxville (Tenn.), Asheville-Norfolk, Dallas (Tx.)-Augusta (Ga.)-Norfolk, and Richmond (Va.)-Fayetteville. The bus depot is located at Tarheel Tire and Service on Macon Street between Bragg and Hall Streets.

Eight taxicab operators with ten vehicles provide the town with 24-hour taxi service.

Airport Facilities

A small private airport with grass landing strip is located northeast of town. This facility is used primarily by light aircraft owned by local industries. The Raleigh-Durham Airport, which is 65 minutes away by highway, provides the major commercial air service for Warrenton and Warren County. Eastern and United Air Lines utilize this airport to provide direct flights to places such as Boston, New York, Chicago, Philadelphia, Washington, Atlanta, and Miami. Piedmont Air Lines is a feeder line that provides east-west service in states such as North Carolina, Virginia, Tennessee, Kentucky, and Ohio. The Halifax County Airport located at Roanoke Rapids provides facilities for small private and business aircraft. An additional sod landing strip is located at the Nocarva Marina on Lake Gaston in Warren County.

PART 2

THE DEVELOPMENT PLAN

THE DEVELOPMENT PLAN

Introduction

The basis of plan formulation, as you will recall, is the Planning Process discussed in the beginning of this report. Background information summarized in the preceeding section provides essential information for Warrenton to take stock of its existing condition -- its trends, problems and potentials. This information can now be used for recommendations to guide the town in achieving the types of growth and development it desires in the future.

Plan recommendations embodied in this report can be used for a number of purposes, both public and private. As a guide for public decision making, it should serve as the basic framework for revising the town's zoning ordinance, for establishing priorities in capital expenditures, for determining where annexation should be pursued, and a number of other factors discussed more fully in the "implementation" section. For the private sector, the plan is a statement, both verbal and graphic, of the town's adopted planning policies which should be carefully studied before making real estate investment decisions.

This plan should not be static, but should be used, updated and amended whenever necessary to meet changing conditions and needs. It should be emphasized that these plan recommendations are general in nature, and can be refined by town officials to adapt to special needs as they arise.

Goals and Objectives

Goals and objectives for the Town of Warrenton were determined from responses of town officials (elected and appointed) to a questionnaire listing the many "issues" facing the town. These issues, based on information gathered in the background studies, are not all necessarily "problems", and there is room for disagreement as to whether some are problems or simply "trends". Town officials were asked to rank each of the issues as to its priority importance in terms of achieving the type of growth and development they would like to occur in Warrenton. Also, officials were asked to determine the overall character and environment that Warrenton should strive to achieve in the future. Based on this analysis, the following growth objective is proposed for Warrenton:

THE TOWN OF WARRENTON SHOULD STRIVE FOR AND
ENCOURAGE BALANCED GROWTH, INCLUDING RESIDENTIAL,
COMMERCIAL, AND INDUSTRIAL GROWTH AND DEVELOPMENT.

To achieve this growth objective, the following goals and objectives are proposed.

GOAL 1: To reverse the trends of outmigration and population loss from Warrenton and the Warrenton planning area.

Objectives:

-- Encourage strengthening of the economic base to provide higher paying jobs for young people entering the local labor force.

- Encourage expansion of the housing supply in good neighborhood environments to meet the needs of all income groups.
- Provide those public facilities (such as recreation) needed to create a "complete living environment" for leisure time pursuits of working people, as well as the young and the aged.
- Support those public school programs which will provide students with skills necessary to enter the local job market.

GOAL 2: To strengthen and diversify the local economy.

Objectives:

- Attract additional "durable goods" industrial firms, which pay higher wages than the "old line" nondurable goods manufacturers.
- Ensure that prime industrial sites are protected from conversion to other uses.
- Encourage expansion of retail trade activities to capture a greater share of local disposable incomes.

GOAL 3: To enhance the physical environment in the Warrenton planning area.

Objectives:

- Adopt regulatory measures (zoning, subdivision regulations, minimum housing code, residential building code) necessary to ensure good land use and building practices.
- Respect, and prevent abuse of, those natural resources (soils, water, vegetation) which shape the environment.
- Encourage efficient use of land through compact development requiring a minimum of public and private expenditures.
- Preserve Warrenton's historical heritage, but rennovate those areas and structures which have deteriorated with time.
- Promote a transportation system which will adequately serve the needs of Warrenton residents, while allowing truck and through traffic to bypass the town.

GOAL 4: To provide those public services necessary to achieve the community growth objective and to meet the needs of all Warrenton residents.

Objectives:

- Revamp water and sewer systems to solve existing problems and accommodate new growth.

- Provide needed public recreation programs, preferably through a countywide system.
- Provide additional off-street parking facilities.
- Consider new town hall site and structure within next five years.
- Upgrade municipal fire department equipment.

GOAL 5: To foster those administrative, organizational, and financial programs and techniques which will enhance public management capabilities.

Objectives:

- Support the Kerr-Tar Council of Governments and participate in regional programs which can help Warrenton achieve its growth objective.
- Encourage joint ventures with other units of government, particularly Warren County, which will enhance economies of scale in providing needed public services.
- Adopt a capital improvements program budget to ensure wise use of capital funds for priority expenditures.
- Explore new sources of funding, such as federal and state aids, and compete for them whenever possible.

These goals and objectives are based upon needs currently facing the Town of Warrenton, and on achieving the growth objective the town has set for itself. Like all planning proposals, formulation of goals and objectives is an ongoing process and should be refined or revised whenever necessitated by changing conditions, needs, and outlooks. The next sections will propose ways of achieving these goals through directed growth patterns and new facilities and programs.

Growth Determinants

Determinants of growth for the Town of Warrenton are from two sources -- external and internal. External determinants, over which the Town of Warrenton may have little or no control, include general economic conditions and trends, state and federal policies, regional trends and projects, and developments such as Soul City. Internal determinants, on the other hand, include town policies for providing and extending public services and utilities, and the general attractiveness of the community as a place to live and to invest money; local people, of course, have substantially more control over these internal factors.

External factors, though less responsive to local desires, should not be written off as uninfluensible. Some can not be influenced locally such as national economic trends, but others can and should be pursued rigorously. State policies can have a tremendous impact on the Warrenton area, particularly decisions on where to locate major highways, recreation

facilities, flood control projects, etc. Warrenton officials should establish their own active "lobbying" campaign to let state officials, particularly legislators, know what the town's special needs are. This will be increasingly important in years ahead if the state adopts an official statewide development policy. If some of the draft recommendations are adopted, the state will try to build an urban base in rural regions where these urban bases will support jobs - people - public services. Most public (state) investments under this proposal would be directed towards areas with significant growth potential. Thus, it would be up to Warrenton officials to convincingly argue that their town possesses this potential. The foundation for this argument can be laid in the next few years by actions taken by the Town of Warrenton.

Undoubtedly the largest external growth determinant facing Warrenton today is development of Soul City. The importance of this factor cannot be overemphasized. Projected to house a population of 50,000 by the year 1990, development of public service functions have already begun (water, sewer, health care), and industrial development is assured by loans insured by the federal government. Soul City development may spur unprecedented economic development in the region, and Warrenton must plan now to take full advantage of this potential in guiding its own economic and physical growth. This could take the form of providing desirable residential

areas for the initial work forces in Soul City industries; these people could then form a nucleus of trained labor for future industrialization in Warrenton. If properly managed and guided through a comprehensive planning process, the Soul City development will be a catalyst for growth in Warrenton as well as the rest of Warren County and the region.

Internal growth determinants are those over which the town has, for all practical purposes, absolute control. This control can be exercised through both the public sector and the private sector. Public controls are powerful tools for managing growth and development if properly utilized. For example, policies for extension of water and sewer services can inhibit or encourage growth, and can also dictate directions of growth. Likewise, policies on annexation can encourage growth and can change the town's image by dramatically increasing its population.

Private sector internal determinants may be just as important, or perhaps more so, than public sector decision making. Local developers and financial institutions are always looking for good investments, and if the community looks like it has substantial growth potential, they too are going to invest in that future. It is obvious that Warrenton is the home of many wealthy people, but it is also obvious that they are not investing their money in the town. Perhaps this is because they do not wish to see it

grow, or perhaps they do not have faith in its investment potential. The recent decision of a major North Carolina bank to locate a branch in Warrenton shows that some sophisticated investors believe in the town's future. Perhaps this feeling will "rub off" on other potential investors in the town.

Future Growth Patterns

Good growth and development which will be an asset to the entire community cannot be haphazard. It must be guided and directed to ensure that land use patterns will be functional, visually pleasing, and economical to provide with public services. Growth patterns should be determined by topography, soils, accessibility to related uses and public services, and relationship to existing land use patterns. Generally, the goal is to maximize environmental quality, mobility, and choice, while minimizing waste, inefficiency, environmental degradation, and other social, physical, and economic costs.

General guidelines, called "locational criteria", have been devised for each category of land use and provide the basis for selecting particular areas for future land use requirements. These locational criteria by land use category will now be discussed, along with locations in the Warrenton planning area which fulfill some or all of these requirements.

Manufacturing

Industrial firms have perhaps the most precise needs in terms of location, and for this reason prime industrial land is at a premium and should be preserved for this use. The following site selection criteria usually apply:

1. Sites should be located on land with a slope of preferably not more than five percent; few manufacturers are interested in sites requiring extensive, costly grading and similar site preparation activities.
2. Sites should be easily accessible for plant workers. Location near interconnecting major highways is imperative. This provides access for employees as well as transportation facilities for trucking. Certain types of industries require locations that have railroads, waterways, or airports and sometimes combinations of these three.
3. Adequate utilities are needed, including water, sewer, and power.
4. Land area should incorporate adequate off-street parking and sufficient allowance for future plant expansions. This requirement generally necessitates that sites be at least 50 acres in size at a minimum.
5. Landscaping and buffer zones should be provided naturally (or by development) to separate industrial activity from other uses which might find routine operations, noise, traffic and other aspects of normal manufacturing objectionable.

6. Prevailing wind direction should be considered so that dissipation of smoke and odors can be accomplished with as little inconvenience as possible. Since prevailing winds are from the southwest, plant sites should be located on the north or east sides of the town.
7. Characteristics of the soil should be known. There should be no underlying rock which would be expensive to excavate, and the soil should be sufficiently compact for at least normal load-bearing characteristics.
8. Prospective industrial sites should be protected from encroachment by other uses of zoning. Premature intrusion of residential subdivisions can ruin an area's desirability for manufacturing use.

Most of these criteria can be met by the Warrenton Industrial Park north of town, which is the most likely area for expansion. One critical exception is lack of an adequate road system, which is one reason for the Thoroughfare Plan which will be discussed later.

Trade

Nearly every community has evolved with a central shopping and office area at its center. Typically, CBD areas are characterized by a grid-iron street pattern, inadequate parking, and conflict of automobile, pedestrian, and in many instances, railroad traffic.

The second stage in the evolution of typical commercial development is the movement of some uses to locations on arterial highways where stores are easier to reach by car and adequate parking can be provided because land is cheap (at least initially); limited "strip" commercial development can be desirable for some types of trade activities provided proper controls are applied to insure that safe driveways are constructed and the commercial areas are distinct groupings of limited size rather than an infinite string.

The typical third stage in the evolution of commerce is the advent of the remote shopping center, frequently using an air-conditioned mall, providing ample parking and ease of access, along with unified architectural design. Such centers are generally classified as either neighborhood, community, or regional, according to their physical size and the retail market area upon which they draw.

Development in the Central Business District should generally adhere to the following principles:

1. It should have adequate ingress and egress for traffic. A loop street around the CBD should be provided to relieve vehicular congestion.
2. Provision should be made for off-street parking and off-street loading.

3. Provide adequate land for pedestrian ways and utilize green areas as a means of a buffering zone for adjoining incompatible land uses. This can also act as a means of beautifying the CBD.
4. Rear store areas should be improved by landscaping, and paved parking areas should have access to the loop street system.

New shopping centers of all sizes should generally adhere to the following criteria:

1. The site should be of sufficient land area to serve the particular type of center involved.
2. Access should be readily available by means of major thoroughfares.
3. Buildings should be grouped so as to operate as one functional unit. Free-standing commercial structures are not desirable.
4. On-site parking should be provided and entrances and exits should be constructed so as not to cause traffic congestion. Marked parking spaces should be provided within easy walking distances of the stores.
5. Truck traffic and loading facilities should be separated from customer traffic.
6. Foot traffic should be separated from vehicular traffic. Protection from the elements should be afforded customers while shopping, either by use of an enclosed, air-conditioned mall or a canopy system.
7. Landscaping should be provided and proper buffer zones established so that surrounding land uses are not jeopardized.

The logical location for future shopping center facilities in Warrenton would be along U.S. Highway 158 towards Norlina. Development of Soul City will stimulate growth in this direction, and the highway, particularly if tied to a circumferential route, would provide good access.

Smaller convenience shopping facilities could also be incorporated with new residential growth.

Services

The same general comments made in the discussion of trade activities apply equally to service uses in the business, personal, financial, and professional category. Bulk-oriented services (such as warehousing and contract construction services) should adhere to the locational criteria appropriate to heavy commercial or industrial activity. Educational and religious uses (public schools and churches) may be located in residential areas. The elementary school - recreation park complex can be used to establish a focal center for residential neighborhoods; churches likewise make good residential neighbors, though zoning regulations should require off-street parking adequate to accommodate worship service parking demand without resulting in overflow into the neighborhood. High schools, college campuses, and technical schools, because they are generators of significant volumes of traffic, should be situated adjacent to a major artery in the street network.

Residential

A technique for unifying neighborhoods which has long been urged by planners and architects, is the so called "neighborhood unit concept," which provides for the development of residential areas with an elementary school and neighborhood park at the center. Community churches and a clustered neighborhood commercial center are generally situated on the periphery, where they may service abutting neighborhoods. The neighborhood is bounded by traffic-carrying streets, but internal design intentionally discourages through traffic in the neighborhood by the use of cul-de-sac and curvilinear design which compliments the topography and reduces speeds. More specifically, residential areas should be established in accordance with the following criteria:

1. Topography should have enough contour to give the land character and provide good drainage. However, terrain should not be so rugged that excessive costs are incurred when utilities and roads are installed.
2. Residential areas should have easy accessibility to employment, shopping, and cultural activities.
3. Protection should be afforded to the area from traffic and other incompatible land uses.
4. Where a community has a limited amount of level land available, it should not be preempted for residential use to the detriment of other land uses that require level land.

5. Residential development should be compact, and municipal policies should encourage the prior use of land in (and immediately adjacent to) the town in the interest of public economy, rather than the development of distant "leap frog" subdivisions.
6. Interior street design should discourage through traffic.
7. Recreational facilities should be included as an integral part of neighborhoods, designed and constructed simultaneously, in conjunction with a neighborhood school where possible.
8. Multi-family housing areas should be located near major traffic arteries and recreational facilities, and not situated so that the traffic which it generates must traverse single-family neighborhoods.

Future residential development in Warrenton should be encouraged to "fill in" existing vacant tracts contiguous to developed area before sprawling over the entire landscape. This will allow the town to provide services more economically. Most growth will tend to take place towards the west; this should be encouraged since the sewerage system west of town can take advantage of gravity flows, thereby decreasing the need for costly lift stations.

Cultural, Entertainment and Recreation

This category covers land which includes playgrounds, playfields, parks, and other open spaces which serve as areas in which people can conduct active and passive recreation activities.

These areas also serve as buffer zones for noncompatible land uses and aid in breaking the monotony of a densely populated area. The following concepts should be adhered to in planning recreational areas:

1. The topography of the site should fit the facility to be developed.
2. The site should be large enough and properly located for efficient operation and maintenance. It should be quiet, clean, safe, and protected from heavy traffic.
3. Active recreation areas should be separated according to the age groups that will use them and easily accessible to the people who will be using them.
4. Recreational facilities should be combined with school facilities to serve as educational and recreational centers for neighborhoods, or groups of neighborhoods.
5. Recreational areas should be developed along flood plains and areas where soils are inappropriate for more intense urban-type activities.

Recreation facilities in Warrenton, at least initially, could be incorporated with existing school facilities. As Warrenton grows, additional facilities will be needed in outlying areas.

Transportation, Communications and Utilities

Included in this category are offices and storage facilities for public utilities, streets, and railroad rights-of-way; offices should be treated as retail commercial uses insofar as locational criteria are concerned, and storage areas should adhere to the same standards as wholesale trade.

Considerable attention should be focused here upon development standards for the street and highway system. The integral and simultaneous development of a preliminary, or "sketch" thoroughfare plan along with the land development plan is an essential matter. In this way users generating substantial traffic volumes can be properly located on streets designed to accommodate their traffic-carrying demands.

There are many and varied benefits to be derived from thoroughfare planning, but the primary objective is to enable the urban street system to be progressively developed in a manner which will adequately serve anticipated future travel demands. The location of present and future population and commercial-industrial enterprises affect major street and highway locations; and conversely, the location of major streets and highways within the urban area will influence the urban development pattern. This interaction requires that the thoroughfare plan be compatible with other components of the urban planning and development program.

Streets perform two primary functions - they provide traffic service and land access service. These two functions, when combined, are basically incompatible. The conflict is not serious if both traffic and land service demands are low. But when traffic volumes are high, conflicts created by uncontrolled and intensely used abutting property result in traffic flow friction and congestion. Streets can be categorized as to function, and standards applied for their development are as follows:

Local Access Streets: These streets have the purpose of providing access to abutting property. They are not intended to carry heavy volumes of traffic and should be located in such a way to serve only traffic with origins or destinations on these streets.

Minor Thoroughfares: Minor thoroughfares are more important streets in the city system and perform the function of collecting traffic from local access streets and carrying it to the major thoroughfare system. They may be used to supplement the major thoroughfare system by facilitating a minor through-traffic movement and may also serve abutting property.

Major Thoroughfares: Major thoroughfares are the heavy traffic carriers of the city. Their function is to move intracity and intercity traffic. The streets which comprise the major thoroughfare system may also serve abutting property; however, their major function is to carry traffic. They should not be bordered by uncontrolled strip development. Such development significantly lowers the capacity of the thoroughfare to carry traffic and each driveway is a danger and an impediment to traffic flow.

Radial Streets: The radial streets provide for traffic movement between points located in the outskirts of the city and the central area. This is a major traffic movement in most cities, and the economic strength of the central business district depends upon the adequacy of this type of thoroughfare.

Bypass: A bypass is designed to carry traffic through or around the urban area, thus providing relief to the city street system by removing from it traffic which has no desire to be in the city. Bypasses are usually designed to through-highway standards with control of access. In a town the size of Warrenton, a bypass can be designed to also function as part of an urban loop which can distribute intra-urban traffic without having to channel it through the center of town. The general effect of bypasses is to expedite the movement of through traffic and to improve traffic conditions within the city. By freeing the local streets for use by shopping and home to work traffic, they tend to increase the economic vitality of the local area.

Several problems with Warrenton's existing street and highway system were noted in the background studies. Lack of any bypass or loop system funnels heavy truck traffic through the center of town. This has a negative effect on the downtown area, as well as some of the best residential areas along Main Street and Ridgeway Street.

Designed to alleviate these problems, a sketch major thoroughfare plan is incorporated with the Comprehensive Development Plan shown on Map 13. At the heart of this plan is a bypass system, shown constructed in five phases, to route through traffic around Warrenton and to serve ultimately as an "outer loop" around the town. Phase I, between Franklin Street (Highway 1001) and U.S. Highway 158, would serve primarily as an outer loop

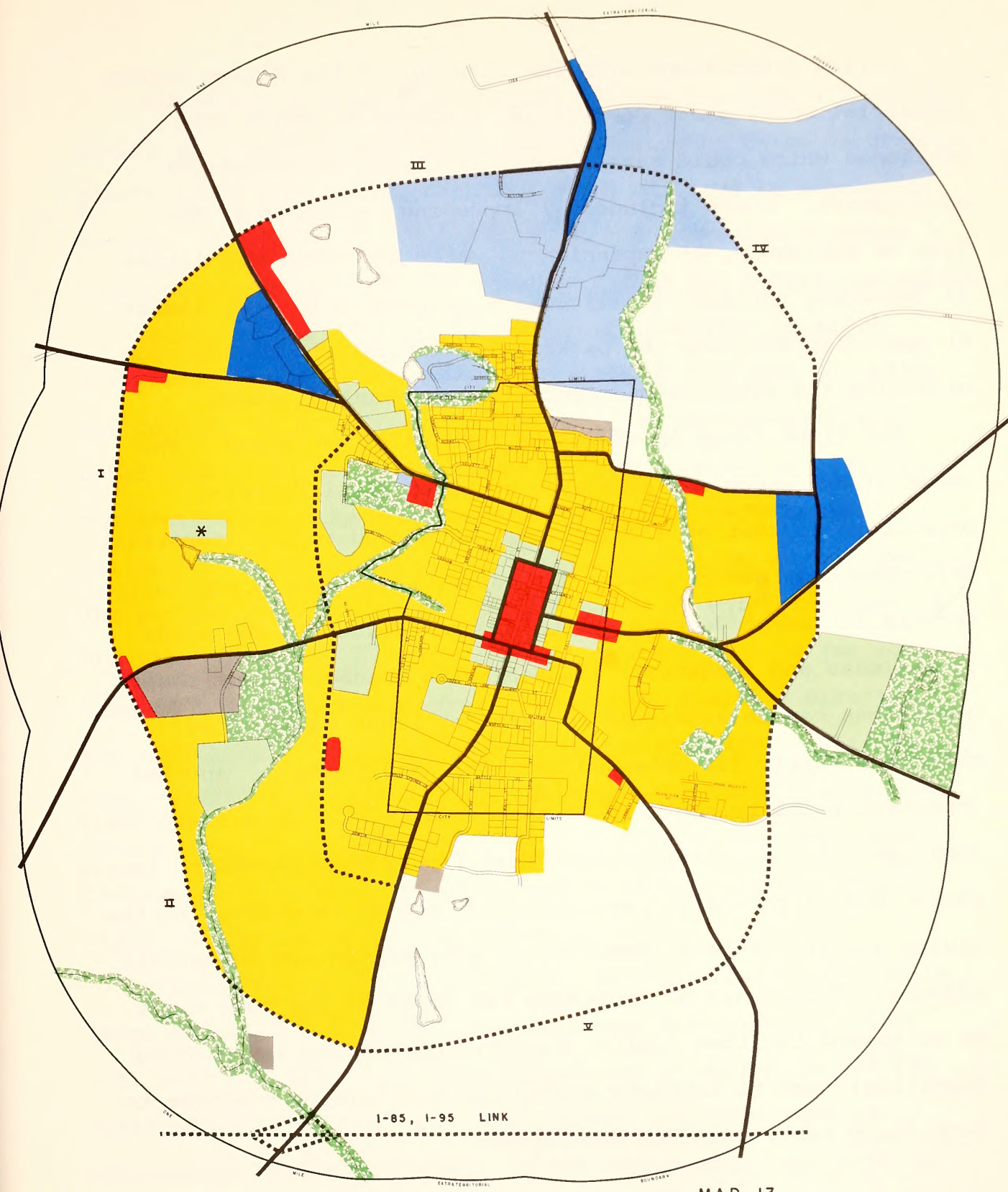
for that area most likely to develop with commercial and residential uses in the future. Also, it would provide access to Norlina and Ridgeway for highway commission trucks and new development taking place on 1001, thereby reducing unnecessary traffic through the center of town. Phase II, between U.S. Highway 401 south and Highway 1001 would be the next logical extension, channeling north-south 401 through traffic west of town. Phases III and IV would serve primarily the expanding industrial park north of town; this would provide truckers with a better route to I-85 via U.S. Highway 401 (north) and also a bypass route to U.S. Highway 401 (south) to Louisburg and Raleigh. Phase III would also provide direct access for industrial plant workers living in and south of the Snow Hill area, thereby helping to reduce traffic congestion in town. Phase V would not be needed unless extensive development takes place in that area in the future.

The largest single impact on development in the Town of Warrenton, other than Soul City, would be construction of a limited access link between I-85 and I-95. Shown on the Comprehensive Development Plan map, this link is not under consideration by the highway commission at this time, however, it is shown on the Kerr-Tar regional development plan as "proposed". Construction of this link would put Warrenton in an extremely favorable position to attract quality economic growth, and should be pursued, together with Soul City officials, by the Town of Warrenton.

Based upon population projections, projected land use requirements, and the locational criteria discussed above, the Comprehensive Development Plan map for Warrenton is shown on the following page. It should be emphasized that this map is only a portion of the plan proposals and recommendations for the town; several additional recommendations which cannot be shown graphically are embodied in the text of this report. The remainder of this section of the report will summarize those facilities and programs needed in Warrenton to achieve the general growth objective and community goals.

Needed Facilities and Programs

The primary need in Warrenton and Warren County, in terms of enhancing economic vitality, is to attract additional higher-paying industrial firms. This will, in turn, 1) help reverse the trend of outmigration of productive young people, 2) raise incomes and standards of living, 3) create a higher tax base for needed public services, 4) enhance local retail sales potentials, and 5) bring new managerial talent into local public and private decision-making. It is, of course, one thing to realize that additional industrial development is needed, and quite another thing to meet that need. Warren County is fortunate in having an industrial development commission and an ongoing program. This program should be strengthened to reverse some of the negative trends identified earlier.



MAP 13

COMPREHENSIVE DEVELOPMENT PLAN &
SKETCH THOROUGHFARE PLAN

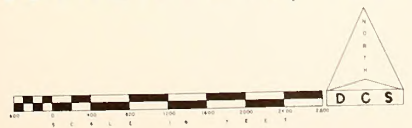
WARRENTON, N. C.

- | | |
|---|---|
| RESIDENTIAL | TRADE/PERSONAL SERVICES |
| WHOLESALE WHSE. | EDUCATIONAL, GOVERNMENTAL, AND PROFESSIONAL SERVICES |
| RECREATION/OPEN SPACE | TRANSPORTATION, COMMUNICATION, & UTILITIES |
| MANUFACTURING | AGRICULTURAL, RURAL RES., WOODLANDS |
| AGRICULTURAL, RURAL RES., WOODLANDS | * NEW ELEMENTARY SCHOOL SITE |

EXISTING PROPOSED

MAJOR THOROUGHFARES

NOTE: ROMAN NUMERALS REFER TO PHASING OF BYPASS SYSTEM



THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

MAP DATE: AUGUST 1972

NOTE: THIS IS NOT TO BE USED FOR TAX PURPOSES, LOT LINES ARE APPROXIMATE

During discussions with the Director of the Warren County Industrial Development Commission, a number of items were mentioned which could have a positive impact on industrial development. These included 1) improving the image of the Town of Warrenton, 2) expansion of water and sewer facilities, 3) improving railroad facilities, 4) expansion of town limits, 5) upgrading shopping and parking facilities, and 6) adoption of zoning and subdivision regulations to control growth.

The first issue involves the "image" of Warrenton. The image of Warrenton now portrayed to potential industrial developers is that of a dying town, according to the industrial development director. This is because of the town's population decline in recent decades, which creates doubts in the minds of business and industrial leaders as to whether or not their operations can be sustained in terms of labor supply, raw materials supply (if obtained locally), and markets. Another important point to remember is that industrial managers and their families will be living in the community if they decide to locate there, and as potential residents they are as interested in the living quality of that community as they are in its industrial climate. Three ways of upgrading the image of the town might be to expand the town limits, to upgrade shopping and parking facilities, and to initiate zoning and subdivision controls to more fully ensure quality development.

Expansion of town limits would improve the town's image by giving it a larger population, and by including those geographic growth areas now outside the city which will add to population growth. A study will be conducted by the Warrenton Planning Board to determine areas potentially suited for future annexation.

Shopping and parking facilities are now inadequate in Warrenton. It was pointed out earlier that the town is losing out on many retail dollars now being spent in Henderson and other urban centers. Reversing this trend is not an easy matter, but there are some steps the town could take to help the situation. An obvious need is for additional off-street parking. The parking situation could also be eased by enforcing some of the time limits off of Main Street. Another need is for some type of restaurant facility in the central business district, the existence of which would help entice shoppers to patronize these stores more often. Also, although the visual appearance of the retail district in Warrenton is better than many other towns that size, improvements could be made in store facades, signs, street furniture, and plantings.

Zoning and subdivision regulations can enhance the town's image by helping to ensure well designed developments. This will help not only the visual appearance of Warrenton and the surrounding area, but will help improve functions such as circulation (transportation), street maintenance, and orderly expansion of utilities. Although Warrenton now has a zoning

ordinance, it is inadequate to cope with situations likely to confront town officials. Also, they do not extend to areas outside the town limits where most growth is occurring. By adopting adequate land use controls, the town can do much to prevent future growth problems.

Water and sewer facilities are another factor having a negative influence on industrial growth. Expanded facilities are necessary to support future growth. The water system should be looped or appropriate blow-off valves added at dead-ends. The clear water reservoir and additional finished water storage should not be postponed for an extended period of time. An auxiliary power supply should be readily available for emergency use in the water plant.

The Warrenton Railroad was also mentioned by the industrial development commission director as an impediment to industrial growth. The roadbed is in poor condition and cannot support the heavy loads required by many types of industrial firms. According to one estimate, approximately \$100,000 would be required to upgrade the rail facilities. Two possible options for the town in obtaining this money would be to acquire the outstanding shares of the railroad, thereby making it eligible for EDA assistance (although this may be impossible unless recertified by EDA), or to negotiate with the Seaboard Coast Line Railroad to have them improve the roadbed for some measure of compensation (such as a share of freight receipts of a portion of stock). This is another important issue that the town will have to face up to.

One of the highest priorities for the town should be to expand public recreation facilities and programs. Recreation is no longer a frill for the wealthy elite of a community; it is a necessity to achieve a well balanced living and growth environment. The middle and upper income whites have their private recreation and golf clubs; the poor and blacks have their pool halls, beer halls, and an understaffed and underfunded community center. Warrenton has an outstanding little league program open to all elements of the community, but not everyone desires or is capable of playing little league ball. A balanced recreation program, like a balanced community, should provide something for everyone who wishes to participate -- female as well as male, the young and the aged, black and white. With so many of Warrenton's greatest resource, her young people, choosing to leave the community in search of a "better life", it is time for the community to help provide the amenities which will create that better life at home.

PART 3

IMPLEMENTATION

PART 3

THE HISTORY OF THE

IMPLEMENTATION

Preparation and adoption of a development plan for a community is relatively easy; all it takes is a little work and a little money. Implementation of the plan is not so easy; it is likely to take a good deal of money, and without a doubt it requires much hard work and perseverance on the part of everyone in the community. But it can be done. It does not have to be accomplished in a short period of time, and in fact it cannot be. Over a period of years, however, public officials and private investors using the plan as a guide can help to insure economical and orderly development.

Implementation of the plan can be achieved through five basic concepts: 1) land use controls, 2) financial aids, 3) local government policies and programs, 4) intergovernmental cooperation, and 5) citizen awareness and participation. Each of these will be discussed individually.

Land Use and Structural Controls

Zoning

Zoning is the most basic form of land use regulation. The zoning ordinance helps to insure that land users are properly located with respect to one another, that land is available for each type of use and that density of development is suitable for the level of community services and natural conditions. Zoning may serve as a protective device, preserving established uses

from injury by new development, and simultaneously as a prospective mechanism, preserving undeveloped areas for their best use (e.g. large potential industrial tracts which should be preserved from subdivision into residential properties which would destroy the site's attractiveness for industry). Zoning is not a panacea, though, because many years of determined administration of the ordinance may be required before existing nonconforming uses and structures are brought into conformity and the zoning map begins to resemble the development plan in appearance.

Warrenton's existing zoning ordinance is inadequate to achieve these objectives. Adopted over a decade ago, the ordinance does not include an adequate number of use districts, and many incompatible uses are allowed within the same districts. The town should completely rewrite its zoning ordinance, based on this plan, as soon as possible.

Subdivision Regulations

The basic tool for guiding the design of new areas for urban use is subdivision regulations. Such regulations assure the development of a coordinated residential street layout and efficient platting of lots. Subdivision regulations require developers to maintain proper design standards and to provide necessary improvements in subdivisions. Developers may also be required to dedicate right-of-way for proposed thoroughfares and sites for proposed community facilities. Developer and

purchaser are provided with more effective means of title transfer and are protected against unsound subdivision practices. New homeowners are assured that sanitary systems will function properly, that promised paving, storm drainage, curbing, and other improvements will be properly installed, and that accurate markers will be provided for property line surveys. The chief benefit of such regulations is their ability to prevent many future problems while they are still lines on paper, representing a single tract of land, rather than permanent street rights-of-way and lots in numerous ownerships.

Building Code

Building codes establish minimum standards for methods of construction and plumbing, heating and electrical installations. They also provide for inspection and enforcement of these standards. All nonresidential and nonfarm buildings are subject to the State Building Code. However, counties and towns may adopt stricter codes for those structures covered by the state code and may also adopt building codes for residential structures. A North Carolina Uniform Residential Building Code has been developed and has now been adopted by many towns and cities in the state. Adoption and enforcement of such a code would help prevent future development of substandard housing in the area.

Minimum Housing Code

Housing codes specify minimum standards for living space and sanitation, heating, and lighting facilities for both new and existing housing. Both municipalities and counties may adopt and enforce minimum housing ordinances. Warrenton could adopt the Southern Standard Housing Code; this code provides a means for the town to carry out "spot demolitions" of dilapidated structures. It can also be applied to effect a comprehensive housing improvement program to bring substandard residences up to the code's standards to preserve the quality of neighborhoods which contain deteriorating housing on the brink of becoming rundown.

Thoroughfare Planning

While not strictly a land use control, thoroughfare planning can help guide growth and development, and can make travel through an urban area a pleasant experience instead of the all too often nightmarish one.

The North Carolina General Statutes provide for mutual adoption of thoroughfare plans for governing bodies of towns and counties in conjunction with the N. C. State Highway Commission. The adopted plan then becomes the official policy and guide for actions of the town and the commission. This is very important in smaller towns such as Warrenton where most of the major improvements in the thoroughfare system will be

made by the State Highway Commission. The mutual adoption of the plan should then be followed by an agreement between the town and the commission in which responsibilities of the two are established for each link in the proposed development of the traffic system. Once adopted, the thoroughfare plan becomes a legal tool which may be applied in conjunction with the municipality's subdivision regulations to secure rights-of-way for elements of the plan as surrounding properties are developed.

A suggested thoroughfare plan has been included as a part of this study because it is an essential part of the land development plan of particular importance in the location of new uses which may be expected to generate sizeable traffic volume. This plan proposal should be submitted to the Highway Commission by the town for mutual adoption. Though the commission may wish to make more detailed analyses of traffic circulation and parking needs by means of an origin-destination study before arriving at final plan, the proposal contained in this study establishes a good working basis for the more refined version which might be developed after more detailed study.

Financial Aids

Federal grant-in-aid assistance to local communities is now in a state of flux with many funds being frozen by the President and other farreaching program changes imminent. One of the most pervasive changes proposed, and one generally conceded

to have a good chance of congressional approval, is Community Development Revenue Sharing. CDRS, not to be confused with general revenue sharing, is a proposal to combine the following categorical grant programs into a single block grant:

- Urban Renewal Loans and Grants (including Code Enforcement)
- Open Space Grants
- Water and Sewer Grants
- Neighborhood Facilities Grants
- Rehabilitation Loans
- Model Cities

Those programs which Warrenton might have participated in to implement this plan include open space grants, water and sewer grants, and neighborhood facilities grants. Under the new (proposed) program, communities will have to compete for available discretionary funds on the basis of administrative and management techniques which enable them to complete the application. Prime responsibility will be local determination of goals and objectives and means to achieve them, which is going to require additional planning and management capabilities at the local level. This program will receive increasing emphasis from communities in years hence, particularly if other programs such as EDA continue to be shut down, and others, such as EPA grants, reduced.

State sources of funds are extremely limited, and usually must be pursued in the form of local highway projects, state parks, etc. One exception, however, is funds from the Clean Water Bond Act passed in May 1972. Although prospects for

obtaining funds from this source are not very bright, it deserves a try. Contacts with state officials can be made through Region K staffers or, if preferred, the following individuals can be contacted directly:

- If the request has to do with funds for planning water or sewer systems, contact Natural and Economic Resources (Tom Crawford or John Ray) at 919/829-4740.
- If the request is for funds for construction of water systems, contact the N.C. Board of Health (Marshall Staton or Jim Stamey) at 919/829-3586.
- If the request is for funds for construction of sewer systems, contact Coy Batton (or Earle Hubbard) at the Natural and Economic Resources number, 919/829-4740.

Private Gifts

Gifts of land, buildings, or money from private benefactors should not be overlooked as a potential resource. Tax writeoffs can make such gifts "profitable" for businesses and certain individuals. It may be worthwhile to examine the benefits of such gifts to individuals, as well as the town, and to pursue them if feasible.

Local Government Policies and Programs

Another effective tool for guiding growth and development is local government policies on extension of utilities, utility rates, bonding, and annexation.

Water and sewer extensions and improvement programs are an integral part of growth, but they most often are a response to growth after it has begun in an unguided manner. This leads to situations where water lines are extended past undeveloped parcels, perhaps for some influential developer, at a cost unjustifiable for the number of people it will serve. It also results in sewer extensions to several drainage basins, thereby requiring costly lift stations which the town must maintain thereafter. What is needed is a comprehensive written statement of town policies towards these utility extensions. These policies should refer to the goals and objectives of the Comprehensive Development Plan, particularly those for "compact and economical" development patterns. These policies should include guidelines on maximum amounts of undeveloped land which will be crossed to serve a new area, and formulas on cost-sharing of oversized facilities needed to serve future growth in an area.

Utility rates, too, are important local policies on growth. Rates must be fair to all customers, but there can be variations (between classes of users, not within classes) to encourage or discourage certain types of growth, particularly industrial growth. Bonding should be pursued when necessary to achieve the town's growth objective. Counselling from the Local Government Commission in Raleigh will ensure that a town does not exceed its statutory debt limitation, or its realistic ability to repay the debt.

Annexation can enable a community to keep pace with growth on its periphery, and to provide these areas with the urban services they need while giving the town a broader tax base, larger population (on which many state and federal shared revenues are based), and progressive image. Generally, areas which are urban in character and meet the statutory requirements of size, population density, etc., should be annexed. This general rule should be tempered, however, with the town's growth objective and development plan recommendations. An annexation study is now being prepared for Warrenton, with recommendations based on this plan.

Intergovernmental Cooperation

North Carolina communities are fortunate in being able to cooperate in practically any joint venture they desire. Prior to 1971, communities wanting to undertake cooperative ventures had to do so under one of many specific enabling statutes. The 1971 General Assembly made it much easier to cooperate when it passed the Joint Exercise of Powers Act (G.S. 160A-460 through 160A-460). This act provides that:

Any unit of local government in this State and any one or more other units of local government in this State or any other state (to the extent permitted by the laws of the other state) may enter into contracts or agreements with each other in order to execute any undertaking. The contracts and agreements shall be of reasonable duration as determined by the participating units, and shall be ratified by resolution of the governing board of each unit spread upon its minutes. (G.S. 160A-461)

Any contract or agreement establishing such a joint undertaking shall specify:

- (1) The purpose or purposes of the contract or agreement;
- (2) The duration of the agreement;
- (3) If a joint agency is established, its composition, organization, and nature, together with the powers conferred on it;
- (4) The manner of appointing the personnel necessary to the execution of the undertaking;
- (5) The method of financing the undertaking, including the apportionment of costs and revenues;
- (6) The formula for ownership of real property involved in the undertaking, and procedures for the disposition of such property when the contract or agreement expires or is terminated;
- (7) Methods for amending the contract or agreement;
- (8) Methods for terminating the contract or agreement;
- (9) Any other necessary or proper matter. (G.S. 160A-464)

Thus, Warrenton has the opportunity and statutory authority to cooperate in joint programs to achieve its goals and objectives.

Frequently programs can be initiated or facilities constructed cooperatively with another unit of government which could not otherwise be afforded. One example is the water-sewer program recently launched by Oxford-Henderson-Soul City. Warrenton should pursue joint ventures, particularly with the county, but also with sister cities of Macon, Norlina, and Soul City. Priority items could be establishment of a recreation program with the county, and county participation in extension of water and sewer outside the city limits. Multi-government unit projects are much more likely to receive outside sources

of funding since the federal and state governments are promoting regionalism. Again, Region K officials can help in promoting and implementing cooperative ventures.

Citizen Awareness and Participation

The residents of Warrenton can help significantly in implementing this plan through their support of the proposals made herein, and through their willingness to contribute their talents on committees or their ideas at public meetings and hearings. To involve town residents in community decision-making will require a commitment of the Planning Board and the Town Board to disseminate information to the community on a regular basis through the news media and various public forums, so that the lay public will have the necessary background information to make rational decisions about how they want their community to develop. This input should be used to refine or revise plan recommendations, as needed. Publicizing the plan so that its implications for public policy are understood by townspeople would be a step in this direction. A thorough treatment of the plan and its objectives in the newspaper would aid in accomplishing this objective.

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